Charles Pasley.

Royal Engineers.

THE

Naval Chronicle,

FOR 1814:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOL. XXXI.

(FROM JANUARY TO JUNE.)

Tv regere imperio popvlos Britanne memento
Hae tibi ervnt artes——————

"These are imperial arts, and worthy thee."

LONDON:

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TO

SIR RICHARD ONSLOW, BART.

ADMIRAL OF THE RED SQUADRON,

THIS THIRTY-FIRST VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED,

BY THE PROPRIETOR,

Joyce Gold

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PREFACE

TO THE THIRTY-FIRST VOLUME.

THE XXXIst Volume of the NAVAL CHRONICLE closes the NAVAL history of the late eventful war, in which, quoting the words of an able correspondent,* we fearlessly affirm—

> "It was this arm of her power, which, amidst the wreck of nations, and the overthrow of mighty empires and states, brought into the ports of Great Britain the treasures of the whole world. It was the Royal Navy of Great Britain that prepared the way for the glorious fields fought in the peninsula—and the laurels that adorn the brows of the great Wellington. It was the Royal Navy of Great Britain that carried the terrors of her power to every shore; displayed the ensigns of her strength to cheer desponding nations; and, amidst preponderating gloom, shed a never-failing stream of hope.
>
> "If it were to be asked, what would at this time have been the situation of Great Britain, had not her victorious fleets, under the favour of Divine Providence, protected her shores—been a shield to her commerce and her numerous colonies—*what answer could be given?*"

Such are the expressions used by a correspondent, who, if we do not err, has fought for his country as an officer in that navy whose cause he so ably advocates. To attempt to detract from the glory of our army would display a mean and impotent spirit—far from it—we are the foremost to allow that, in the race of glory, it has overtaken the royal navy, and finished its labours with an eclat never exceeded by the most brilliant periods of our military history. We affirm, however, that, but for the matchless patience and toils of our seamen in many a weary blockade,—their swiftness in pursuit,—their irresistible fury in battle—Europe had been, with the exception of these islands, totally subdued; and even on our own shores, where, amidst the wildest rage of warfare, peace and safety dwelt, we should have experienced the horrors of war, had it not been for the energies of our navy.

The orders given by Napoleon to Admiral Villeneuve were, "*if possible*, to *avoid a battle*,—to touch at Brest for the naval force which might be ready for sea, thence to steer north about, for the Texel fleet, and then, with the united fleets, cover the

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* *Arion*, p. 368.

embarkation of the immense armies assembled on the coast near Boulogne, and pour them on the shores of England."

Buonaparte was at Boulogne,—the flotilla was prepared—and every thing ready for embarkation the moment the combined fleets should have appeared. After three of the most anxious days that perhaps that personage ever passed had elapsed beyond the time he expected his fleets might have arrived—the telegraphs communicated the unwelcome tidings, that SIR ROBERT CALDER had forced the combined fleet to action, and had so far crippled it, that it was returned into port to refit!—Our readers may rely that the preceding anecdote is strictly true,—and although, if those mighty armies, flushed with victory, and headed by a general then deemed invincible, had been wafted to our shores, we have no doubt of their ultimate destruction; yet, in all human probability this METROPOLIS would have been occupied by the foe, and our internal sources of wealth and power have received a shock which this country might have felt for many ages. Thence, whilst we admit that the claims of the navy to the gratitude and plaudits of the nation are not greater than those of the army, we affirm, that the army is indebted for its present elevated rank, to the exertions and victories of the royal navy; and we are also of opinion, that, in the distribution of military honours and rewards, something resembling *parsimony* towards the naval defenders of the empire, *is too perceptible.*

The dismantling of our victorious fleets must necessarily throw a great number of officers out of active service, and if the advance of half-pay be still inadequate to the increased price of all kinds of the necessaries of life, we sincerely rejoice that some addition has been made, and trust to the JUSTICE of the country still to increase it, till it shall be equal in value to the possessor to what it was *fifty years* since. We do not claim any merit in having, as far as is in our power, contributed to an act of national justice, and our pages will still be open to those who, in terms of becoming respect, may wish to point out any amelioration of which the naval service may be deemed susceptible.

As the NAVAL CHRONICLE will be looked up to by posterity as the most authentic source of information respecting those officers who have fallen in the late glorious war, we call upon the friends or relatives of the deceased, to supply us with any authentic particulars that they may possess relative to the professional services of their friends. We do not address this invitation to the friends of commanding officers alone, but generally to all. We should feel as much pleasure to record an act of extraordinary gallantry or nautical skill performed by

a private seaman, as by a commander. We hope this call will be generally answered, and that we shall have abundance of valuable matter thus supplied, to enrich the pages of our future volumes. So much for the biography of the deceased.

A feeling of delicacy, highly commendable, and which is indeed inseparable from true merit—has precluded our pages from many a valuable memoir of *existent officers*. We refer to the memoirs of Captain James Alexander Gordon, and Admiral Otway, as evidence of our intention to avoid every thing resembling flattery—which even towards the dead is disgraceful—but to the living—disgusting. If we were well supplied with materials, we might devote a portion of our succeeding volumes to the recording the services of the LIEUTENANTS OF THE ROYAL NAVY—confining ourselves to a mere *statement of facts*—leaving the reader to supply the comments.

Amongst many valuable correspondents, A. F. Y. claims our particular regard, not merely on account of the valuable communications his able pen affords, but the useful suggestions he supplies. In p. 135 of the present volume, he threw out the idea of our giving "*chronological engravings* of ships and vessels of all nations, and *particularly British*, from the skin canoe of the ancient Britons to the present *Nelson*—which I trust will be for some time the *ne plus ultra* in point of tonnage, and number of decks"—We approve the idea very much, and if we are supplied with materials, would certainly make the attempt; confining ourselves, however, in the first instance, to British vessels only.

We are encouraged by certain august personages in a manner that renders it probable the NAVAL CHRONICLE will speedily find its way into distant countries, where at present its existence, except to a very few, is probably unknown. We are also taking active measures to circulate the work generally on the continent, and particularly in the provinces of Holland, whence we hope to derive much valuable matter to enrich our future pages, in which we shall occassionally introduce foreign biographical memoirs, nautical anecdotes, and extracts from interesting voyages. The absence of Gazette letters, promotions, &c. will afford more space for *original matter*—with which we hope to be supplied by the kindness of our patrons and correspondents.

This Volume will be found to contain a full proportion of original biography. In the memoir of Captain Philip de Saumarez, will be found a letter written by that officer when he was first lieutenant of the Centurion, Commodore Anson. We feel greatly indebted to Admiral Sir James Saumarez for this interesting document, and we hope his example may stimulate other persons to favour us in a similar way.

Our correspondent, *Orion*,* has favoured our readers with some hints that we hope may be attended to; and now that peace will afford leisure to so many naval officers, we shall not have to complain of a want of "*regular, scientific correspondents.*" And we hope to be supplied with many interesting relations of men and things, that they have noticed in the various parts of the globe visited by them. We shall endeavour to avoid loading our pages with dry matter, and by uniting the useful with the agreeable, support the claims of the NAVAL CHRONICLE to the warmest support and patronage of its friends.

Under the Hydrographical department will be found much valuable and useful information, and several original communications which have been occasionally contributed by scientific friends.—Our Hydrographer is requested to receive our particular acknowledgments, for his very kind exertions in our behalf.

We are much indebted to the following correspondents for their various contributions. Æolus, Impartial, Historicus, Nestor, Tom Starboard, Albion, Iron Gun, Captain Horton, R.N. Jack Larboard, Captain J. H. Peachey, R.N. Captain Krusenstern, of the Russian Navy, Oceanus, Serus, Mr. J. Brown, Captain Dalyell, R.N. Zeno, Occasional, A. B. Captain J. P. Stewart, Junius, An Old Officer, &c.

The Editor takes this opportunity to thank our correspondent Avon, for his beautiful little piece of poetry—*The Morn of Trafalgar*. The mind that attuned those numbers is gifted with a genius truly poetic, and he invites the author to favour him with other communications. The Editor wishes to supply the readers of the NAVAL CHRONICLE with *original naval poetry*— of merit; but he depends principally on the genius and industry of his readers for contributions.

Communications, &c. intended for insertion in the NAVAL CHRONICLE, are requested to be sent to Mr. JOYCE GOLD, 103, Shoe-lane, London; and also to our Letter Box, at Mr. Andrews's, Naval Print-seller, Charing Cross.

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* Page 315.

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Admiral Robert Blake.

BIOGRAPHICAL MEMOIR

OF

ADMIRAL ROBERT BLAKE.*

"——————— Thy name
Was heard in thunder through the affrighted shores
Of pale Iberia, of submissive Gaul,
And Tagus trembling to his utmost source.
O! ever faithful, vigilant, and brave,
Thou bold asserter of Britannia's fame,
Unconquerable Blake."————GLOVER.

AT a time when the nation is engaged in a war with an enemy, whose insults, ravages, and barbarities, have long called for vengeance, an account of such English commanders as have merited the acknowledgments of posterity, by extending the power, and raising the honour of their country, seems to be no improper entertainment for our readers. We shall, therefore, attempt a succinct narration of the life and actions of Admiral Blake; in which we have nothing farther in view, than to do justice to his bravery and conduct, without intending any parallel between his achievements and those of our present admirals.

Robert Blake was born at Bridgwater, in Somersetshire, in August, 1598, his father being a merchant of that place, who had acquired a considerable fortune by the Spanish trade. Of his earliest years we have no account,† and therefore can amuse the reader with none of those prognostics of his future actions, so often met with in memoirs.

In 1615 he entered into the University of Oxford, where he continued till 1623, though without being much countenanced or caressed by his superiors, for he was more than once disappointed in his endeavours after academical preferments. It is observable, that Mr. Wood (in his *Athenæ Oxonienses*) ascribes the repulse he met with at Wadham College, where he was competitor for a

* This memoir was an early production of Dr. Johnson's. The Editor has appended some Notes, which he conceived to be illustrative of the subject.

† He was educated at the free grammar-school in Bridgwater.

fellowship, either to want of learning, or of stature. With regard to the first objection, the same writer had before informed us, that he was an early riser, and studious, though he sometimes relieved his attention by the amusements of fowling and fishing. As it is highly probable that he did not want capacity,* we may therefore conclude, upon this confession of his diligence, that he could not fail of being learned, at least in the degree requisite to the enjoyment of a fellowship; and may safely ascribe his disappointment to his want of stature; it being the custom of Sir Henry Savil, then warden of that College, to pay much regard to the outward appearance of those who solicited preferment in that Society. So much do the greatest events owe sometimes to accident or folly!

He afterwards retired to his native place, where he lived (says Clarendon) without any appearance of ambition to be a greater man than he was, but inveighed with great freedom against the licence of the times, and power of the court.

In 1640 he was chosen burgess for Bridgwater, by the Puritan party, to whom he had recommended himself by his disapprobation of Bishop Laud's violence and severity, and his non-compliance with those new ceremonies which he was then endeavouring to introduce.

When the civil war broke out, Blake, in conformity with his avowed principles, declared for the Parliament; and, thinking the bare declaration of right not all the duty of a good man, raised a troop of dragoons for his party, and appeared in the field with so much bravery, that he was in a short time advanced, without meeting any of those obstructions which he had encountered in the University.

In 1645 he was governor of Taunton, when the Lord Goring came before it with an army of 10,000 men. The town was ill fortified, and unsupplied with almost every thing necessary for supporting a siege. The state of this garrison encouraged Colonel Windham, who was acquainted with Blake, to propose a capitulation; which was rejected by Blake with indignation and

* He had taken the degree of B. A. Feb. 10, 1617; and, in 1623, wrote a copy of verses on the death of Camden.

contempt: * nor were either menaces or persuasions of any effect; for he maintained the place, under all its disadvantages, till the siege was raised by the Parliament's army. †

He continued, on many other occasions, to give proofs of an insuperable courage, and a steadiness of resolution not to be shaken; and, as a proof of his firm adherence to the Parliament, joined with the borough of Taunton in returning thanks for their resolution to make no more addresses to the King. Yet was he so far from approving the death of Charles I. that he made no scruple of declaring, that he would venture his life to save him, as willingly as he had done to serve the Parliament. ‡

In February, 1648-9, he was made a commissioner of the navy, and appointed to serve on that element, for which he seems by nature to have been designed. He was soon afterwards sent in pursuit of Prince Rupert, whom he shut up in the harbour of Kingsale, in Ireland, for several months, till want of provisions, and despair of relief, excited the Prince to make a daring effort for his escape, by forcing through the Parliament's fleet: this design he executed with his usual intrepidity, and succeeded in it, though with the loss of three ships. He was pursued by Blake to the coast of Portugal, § where he was received into the Tagus, and treated with great distinction by the Portuguese.

Blake coming to the mouth of that river, sent to the King a messenger to inform him, that the fleet in his port belonging to the public enemies of the Commonwealth of England, he demanded leave to fall upon it. This being refused, though the refusal was

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* The answer of Blake was this: "These are to let you know, that as we neither fear your menaces, nor accept your proffers, so we wish you for time to come to desist from all overtures of the like nature to us, who are resolved to the last drop of our blood to maintain the quarrel we have undertaken; and doubt not but the same God, who has hitherto protected us, will, ere long, bless us with an issue answerable to the justice of our cause: however, to him alone we shall stand or fall.

† For this service the Parliament ordered the garrison a bounty of 2,000*l.* and the governor a present of 500*l.*

‡ This, however, has been imputed to the humanity of his temper; for after the death of the King, he entered into all the measures of the Republican party; and, indeed, next to Cromwell, was the ablest and most successful officer the Parliament had.

§ A map of Portugal will be found in our XXIVth Volume.

in very soft terms, and accompanied with declarations of esteem, and a present of provisions, so exasperated the admiral, that, without any hesitation, he fell upon the Portuguese fleet, then returning from Brazil, of which he took 17 ships, and burnt three. It was to no purpose that the King of Portugal, alarmed at so unexpected a destruction, ordered Prince Rupert to attack him, and retake the Brazil ships. Blake carried home his prizes without molestation, the Prince not having force enough to pursue him, and well pleased with the opportunity of quitting a port where he could no longer be protected.

Blake soon supplied his fleet with provisions, and received orders to make reprisals upon the French, who had suffered their privateers to molest the English trade; an injury which, in those days, was always immediately resented, and, if not repaired, certainly punished. Sailing with this commission, he took in his way a French man of war, valued at a million. How this ship happened to be so rich, we are not informed; but, as it was a cruiser, it is probable the rich lading was the accumulated plunder of many prizes. Then following the unfortunate Rupert, whose fleet, by storms and battles, was now reduced to five ships, into Carthagena, he demanded leave of the Spanish governor to attack him in the harbour, but received the same answer which had been returned before by the Portuguese; that they had a right to protect all ships that came into their dominions; that if the admiral were forced in thither, he should find the same security, and that he required him not to violate the peace of a neutral port. Blake withdrew upon this answer into the Mediterranean, and Rupert then leaving Carthagena entered the port of Malaga, where he burnt and sunk several English merchant ships. Blake, judging this to be an infringement of the neutrality professed by the Spaniards, now made no scruple to fall upon Rupert's fleet in the harbour of Malaga, and having destroyed three of his ships, obliged him to quit the sea, and take sanctuary at the Spanish court.

In February, 1650-1, Blake, still continuing to cruise in the Mediterranean, met with a French ship of considerable force, and commanded the captain to come on board, there being no war declared between the two nations. The captain, when he came, was asked by him, whether he was willing to lay down his sword, and yield; which he gallantly refused, though in his

enemy's power: Blake, scorning to take advantage of an artifice, and detesting the appearance of treachery, told him, that he was at liberty to go back to his ship, and defend it as long as he could. The captain willingly accepted his offer, and after a fight of two hours, confessed himself conquered, kissed his sword, and surrendered it.*

In 1652 broke out the memorable war between the two commonwealths of England and Holland; a war, in which the greatest admirals that perhaps any age has produced, were engaged on each side; in which nothing less was contested than the dominion of the sea, and which was carried on with vigour, animosity, and resolution proportioned to the importance of the dispute. The chief commanders of the Dutch fleets were, Van Trump, De Ruyter, and De Witt, the most celebrated names of their own nation, and who had been perhaps more renowned, had they been opposed by any other enemies. The States of Holland having carried on their trade without opposition, and almost without competition, not only during the unactive reign of James I. but during the commotions of England, had arrived to that height of naval power, and that affluence of wealth, that, with the arrogance which a long-continued prosperity naturally produces, they began to invent new claims, and to treat other nations with insolence, which nothing can defend but superiority of force. They had for some time made uncommon preparations at a vast expence, and had equipped a large fleet, without any apparent danger threatening them, or any avowed design of attacking their neighbours. This unusual armament was not beheld by the English without some jealousy, and care was taken to fit out such a fleet, as might secure the trade from interruption, and the coasts from insults; of this Blake was constituted admiral for nine months. In this situation the two nations remained, keeping a watchful eye upon each other, without acting hostilities on either side, till the 18th of May, 1652, when Van Trump appeared in the Downs with a fleet of 45 men of war. Blake, who had then but 20 ships, upon the approach of the Dutch admiral, saluted him with three single

* This ship, with his four other prizes, he sent to England, and soon afterwards came with his squadron to Plymouth; when he received the thanks of Parliament, and was made Warden of the Cinque Ports.

shots, to require that he should, by striking his flag, shew that respect to the English, which is due to every nation in their own dominions: to which the Dutchman answered with a broadside; and Blake, perceiving that he intended to dispute the point of honour, advanced with his own ship before the rest of his fleet, that, if it were possible, a general battle might be prevented. But the Dutch, instead of admitting him to treat, fired upon him from their whole fleet, without any regard to the customs of war, or the law of nations.* Blake for some time stood alone against their whole force, till the rest of his squadron coming up, the fight was continued from between four and five in the afternoon till nine at night; when the Dutch retired with the loss of two ships, having not destroyed a single vessel, nor more than fifteen men, most of which were on board the admiral, who, as he wrote to the Parliament, was himself engaged for four hours with the main body of the Dutch fleet, being the mark at which they aimed; and, as Whitlock relates, received above a thousand shot. Blake in his letter acknowledges the particular blessing and preservation of God, and ascribes his success to the justice of his cause, the Dutch having first attacked him upon the English coast. It is, indeed, little less than miraculous, that a thousand great shot should not do more execution, and those who will not admit the interposition of Providence, may draw at least this inference from it, that the bravest man is not always in the greatest danger.†

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* The admiral was in his cabin drinking with some of his officers, little expecting to be so saluted; when the shot broke the windows of his ship, and shattered the stern, which put him into a vehement passion; and curling his whiskers, as he used to do when he was angry, he commanded his men to answer the Dutch in their kind; saying, when his heat was somewhat over, *he took it very ill of Van Trump, that he should take his ship for a bawdy house, and break his windows.*

† Of this very remarkable action a narrative was printed by order of the Parliament of England, from which we give the following extract:—

"Upon Tuesday the 18th of May, 1652, in the morning, General Blake being gone to the westward as far as Rye Bay, eight days before, with twelve or thirteen ships, leaving Major Bourne in the Downs, with eight ships only, there appeared upon the back-side of the Godwin a Holland fleet of men of war, consisting of two-and-forty ships, one whereof had a flag on the main-top-mast head, the rest jacks and ancients; and being come to the South Sand's head, two of them bore up towards the English ships in the Downs; whereupon Major Bourne sent out the Greyhound to

In July he met the Dutch Fishery fleet, with a convoy of twelve men of war, all which he took, with 100 of their herring-busses. And in September, being stationed in the Downs with about 60 sail, he discovered the Dutch admirals, De Witt and De Ruyter,

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examine them, and to know the reason of their so near approach; who answering, that they had a message to the commander-in-chief in the Downs, were permitted to come in; and having saluted the flag, the two captains, named Tyson and Aldred, came aboard Major Bourne, and acquainted him that they were sent by Van Trump, to let him know that he had been riding about Dunkirk with his fleet, where, by reason of foul weather, they had lost many of their cables and anchors, and the wind being northerly, were driven farther to the southward than they intended, which Van Trump thought fit to signify, to prevent any misapprehensions or jealousies. And having said this, and received for answer, that the reality of what they said would best appear by their speedy drawing off from this coast, they departed to their fleet, and immediately, upon their arrival with them, the whole fleet stood up to Dover, and came to an anchor within little more than gun-shot of the castle, the same day in the afternoon. Upon their coming before Dover Castle, and riding there with a flag in the main-top, without saluting the Castle, the Castle made three shot at them; notwithstanding which, the Dutch admiral kept up his flag, and rode there at anchor until the next day at noon, and exercised his musketeers, by discharging volleys of small shot many hours together. Upon Wednesday, about twelve o'clock, the Dutch fleet weighed anchor, and stood off towards Calais some few leagues unto the south-east. About the same time the English fleet, under General Blake, coming from the west towards the Downs, discovered them, and supposed by their course that they had been going back. Major Bourne likewise was in sight, coming from the Downs to join with General Blake. About an hour or two after, the Holland fleet altered their course, came back again, made all the sail they could, and bore directly with General Blake. Van Trump, the headmost, with his flag in the main-top, and being come within shot, the general shot a gun at his main-top, and then two single shot more; whereupon Trump shot a single shot through the general's flag, and then immediately gave the first broadside, and took in his pendants, and hung out his red flag under the Holland colours, which was the signal on their part for the whole fleet to engage; and so the fight began, which happened between four and five o'clock in the afternoon, and continued until nine o'clock. In the fight the English took two of the Holland fleet; one whereof, having six foot water in the hold, they left, taking the captain and officers aboard: the other was a ship of thirty guns. General Blake lay all night where the fight began, or near thereabouts; and the Holland fleet was espied about four leagues distant towards the coast of France next morning."

To this let us subjoin the letter written by the admiral himself, on account not only of several curious circumstances contained therein, but

with near the same number, and advanced towards them; but the Dutch, being obliged, by the nature of their coast, and shallowness

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also because it may serve as a specimen of the plain blunt temper of this illustrious Hero. It was addressed to the Right Honourable William Lenthall, Esq. Speaker of the House of Commons, and conceived in the following terms:—

"RIGHT HONOURABLE,

"I have despatched away this express to your Honours, to give you an account of what passed yesterday between us and the Dutch fleet. Being in Rye Bay, I received intelligence from Major Bourn, that Van Trump, with forty sail, was off the South Sand Head; whereupon I made all possible speed to ply up towards them, and yesterday in the morning we saw them at anchor in and near Dover road. Being come within three leagues of them, they weighed, and stood away by a wind to the eastward; we supposing their intention was to leave us, to avoid the dispute of the flag. About two hours after they altered their course, and bore directly with us, Van Trump the headmost; whereupon we lay by, and put ourselves into a fighting posture, judging they had a resolution to engage. Being come within musket-shot, I gave order to fire at his flag, which was done thrice after the third shot he let fly a broadside at us. Major Bourn, with those ships that came from the Downs, being eight, was then making towards us. We continued fighting till night; then our ship being unable to sail, by reason that all our rigging and sails were extremely shattered, our mizen-mast shot off, we came, with advice of the captains, to an anchor, about three or four leagues off the Ness, to refit our ship, at which we laboured all the night. This morning we espied the Dutch fleet about four leagues distance from ours, towards the coast of France; and, by advice of a council of war, it was resolved to ply to windward to keep the weather-gage, and we are now ready to let fall our anchors this tide. What course the Dutch fleet steers we do not well know, nor can we tell what harm we have done them; but we suppose one of them to be sunk, and another, of thirty guns, we have taken, with the captains of both; the main-mast of the first being shot by the board, and much water in the hold, made Captain Lawson's men to forsake her. We have six men of ours slain, and nine or ten desperately wounded, and twenty-five more not without danger; amongst them our master and one of his mates, and other officers. We have received about seventy great shot in our hull and masts, in our sails and rigging without number, being engaged with the whole body of the fleet for the space of four hours; being the mark at which they aimed. We must needs acknowledge it a great mercy that we had no more harm; and our hope is, the righteous God will continue the same unto us, if there do arise a war between us, they being first in the breach, and seeking an occasion to quarrel, and watching as it seems an advantage to brave us upon our own coast, &c. Your humble servant,

"*From aboard the James, three leagues off the Hyde, the 20th of May*, 1652." "ROBERT BLAKE."

of their rivers, to build their ships in such a manner that they require less depth of water than the English vessels, took advantage of the form of their shipping, and sheltered themselves behind a Flat called Kentish knock ; so that the English, finding some of their ships a-ground, were obliged to alter their course ; but perceiving early the next morning that the Hollanders had forsaken their station, they pursued them with all the speed that the wind, which was weak and uncertain, allowed, but found themselves unable to reach them with the bulk of their fleet, and therefore detached some of the lightest frigates to chase them. These came so near as to fire upon them about three in the afternoon ; but the Dutch, instead of tacking about, hoisted their sails, steered toward their own coast, and finding themselves the next day followed by the whole English fleet, retired into Goree. The sailors were eager to attack them in their own harbours ; but a council of war being convened, it was judged imprudent to hazard the fleet upon the shoals, or to engage in any important enterprise without a fresh supply of provisions.

That in this engagement the victory belonged to the English is beyond dispute ; since, without the loss of one ship, and with no more than 40 men killed, they drove the enemy into his own ports, took the rear-admiral and another vessel, and so discouraged the Dutch admirals, who had not agreed in their measures, that De Ruyter, who had declared against hazarding a battle, desired to resign his commission, and De Witt, who had insisted upon fighting, fell sick, as it was supposed, with vexation. But how great the loss of the Dutch was is not certainly known ; that two ships were taken they are too wise to deny, but affirm that those two were all that were destroyed. The English, on the other side, affirm that three of their vessels were disabled at the first encounter, that their numbers on the second day were visibly diminished, and that on the last day they saw three or four ships sink in their flight.

De Witt being now discharged by the Hollanders as unfortunate, and the chief command restored to Van Trump, great preparations were made for retrieving their reputation, and repairing their losses. Their endeavours were assisted by the English themselves, now made factious by success ; the men who were intrusted with

the civil administration being jealous of those whose military commands had procured so much honour, lest they who raised them should be eclipsed by them. Such is generally the revolution of affairs in every State; danger and distress produce unanimity and bravery, virtues which are seldom unattended with success; but success is the parent of pride, and pride of jealousy and faction; faction makes way for calamity, and happy is that nation whose calamities renew their unanimity. Such is the rotation of interests, that equally tend to hinder the total destruction of a people, and to obstruct an exorbitant increase of power.

Blake had weakened his fleet by many detachments, and lay with no more than 40 sail in the Downs, very ill provided both with men and ammunition, and expecting new supplies from those whose animosity hindered them from providing them, and who chose rather to see the trade of their country distressed, than the sea officers exalted by a new acquisition of honour and influence.

Van Trump, desirous of distinguishing himself at the resumption of his command by some remarkable action, had assembled 80 ships of war, and 10 fire-ships, and steered towards the Downs, where Blake, with whose condition and strength he was probably acquainted, was then stationed. Blake not able to restrain his natural ardour, or perhaps not fully informed of the superiority of his enemies, put out to encounter them, though his fleet was so weakly manned, that half of his ships were obliged to lie idle without engaging, for want of sailors: the force of the whole Dutch fleet was therefore sustained by about 22 ships. Two of the English frigates, named the Vanguard and the Victory, after having for a long time stood engaged amidst the whole Dutch fleet, broke through without much injury, nor did the English lose any ships till the evening, when the Garland, carrying 40 guns, was boarded at once by two great ships, which were opposed by the English till they had scarcely any men left to defend the decks; then retiring into the lower part of the vessel, they blew up their decks, which were now possessed by the enemy, and at length were overpowered and taken. The Bonaventure, a stout well-built merchant ship, going to relieve the Garland, was attacked by a man of war, and after a stout resistance, in which the captain, who defended her with the utmost bravery, was killed, was likewise carried off by the Dutch. Blake, in the

Triumph, seeing the Garland in distress, pressed forward to relieve her, but in his way had his foremast shattered, and was himself boarded; but beating off the enemies he disengaged himself, and retired into the Thames with the loss only of two ships of force, and four small frigates, but with his whole fleet much shattered. Nor was the victory gained at a cheap rate, notwithstanding the unusual disproportion of strength, for of the Dutch flagships one was blown up, and the other two disabled. A proof of the English bravery, which should have induced Van Trump to have spared the insolence of carrying a broom at his topmast in his triumphant passage through the Channel, which he intended as a declaration that he would sweep the seas of the English shipping; this, which he had little reason to think of accomplishing, he soon after perished in attempting.

There are sometimes observations and inquiries, which all historians seem to decline by agreement, of which this action may afford us an example: nothing appears at the first view more to demand our curiosity, or afford matter for examination, than this wild encounter of 22 ships, with a force, according to their accounts who favour the Dutch, three times superior. Nothing can justify a commander in fighting under such disadvantages, but the impossibility of retreating. But what hindered Blake from retiring as well before the fight as after it? To say he was ignorant of the strength of the Dutch fleet, is to impute to him a very criminal degree of negligence, and, at least, it must be confessed that, from the time he saw them, he could not but know that they were too powerful to be opposed by him, and even then there was time for retreat. To urge the ardour of his sailors is to divest him of the authority of a commander, and to charge him with the most reproachful weakness that can enter into the character of a general. To mention the impetuosity of his own courage, is to make the blame of his temerity equal to the praise of his valour; which seems, indeed, to be the most gentle censure that the truth of history will allow. We must then admit, amidst our elogies and applauses, that the great, the wise, and the valiant Blake was once betrayed to an inconsiderate and desperate enterprise, by the resistless ardour of his own spirit, and a noble jealousy of the honour of his country.

It was not long before he had an opportunity of revenging his

loss, and restraining the insolence of the Dutch. On the 18th of February, 1652-3, Blake being at the head of 80 sail, and assisted, at his own request, by Colonels Monk and Dean, espied Van Trump with a fleet of above 100 men of war, as Clarendon relates, of 70 by their own public accounts, and 300 merchant ships under his convoy. The English, with their usual intrepidity, advanced towards them, and Blake, in the Triumph, in which he always led his fleet, with twelve ships more, came to an engagement with the main body of the Dutch fleet, and by the disparity of their force was reduced to the last extremity, having received in his hull no fewer than 700 shots, when Lawson, in the Fairfax, came to his assistance. The rest of the English fleet now came in, and the fight was continued with the utmost degree of vigour and resolution, till the night gave the Dutch an opportunity of retiring, with the loss of one flag-ship, and six other men of war. The English had many vessels damaged, but none lost. On board Lawson's ship were killed 100 men, and as many on board Blake's, who lost his captain and secretary, and himself received a wound in the thigh.

Blake, having set ashore his wounded men, sailed in pursuit of Van Trump, who sent his convoy before, and himself retired fighting towards Bulloign. Blake, ordering his light frigates to follow the merchants, still continued to harass Van Trump; and on the third day, the 20th of February, the two fleets came to another battle, in which Van Trump once more retired before the English, and making use of the peculiar form of his shipping, secured himself in the shoals. The accounts of this flight, as of all the others, are various; but the Dutch writers themselves confess that they lost eight men of war, and more than twenty merchant ships; and it is probable that they suffered much more than they are willing to allow, for these repeated defeats provoked the common people to riots and insurrections, and obliged the States to ask, though ineffectually, for peace.

In April following the form of government in England was changed, and the Supreme Authority assumed by Cromwell; upon which occasion Blake, with his associates, declared that, notwithstanding the change in the administration, they should still be ready to discharge their trust, and to defend the nation from insults, injuries, and encroachments. "It is not," says Blake,

"the business of a seaman to mind state affairs, but to hinder foreigners from fooling us." This was the principle from which he never deviated, and which he always endeavoured to inculcate in the fleet, as the surest foundation of unanimity and steadiness. "Disturb not one another with domestic disputes, but remember that we are English, and our enemies are foreigners. Enemies! which, let what party soever prevail, it is equally the interest of our country to humble and restrain."

After the 30th of April, 1653, Blake, Monk, and Dean, sailed out of the English harbours with 100 men of war, and finding the Dutch with 70 sail on their own coasts, drove them to the Texel, and took 50 doggers. Then they sailed northward in pursuit of Van Trump, who, having a fleet of merchants under his convoy, durst not enter the Channel, but steered towards the Sound, and by great dexterity and address escaped the three English admirals, and brought all his ships into their harbour; then knowing that Blake was still in the north, came before Dover, and fired upon that town, but was driven off by the Castle.

Monk and Dean stationed themselves again at the Mouth of the Texel, and blocked up the Dutch in their own ports with 80 sail; but hearing that Van Trump was at Goree with 120 men of war, they ordered all ships of force in the river and ports to repair to them.

On June 3d, the two fleets came to an engagement, in the beginning of which Dean was carried off by a cannon ball, yet the fight continued from about twelve to six in the afternoon, when the Dutch gave way, and retreated fighting.

On the 4th, in the afternoon, Blake came up with 18 fresh ships, and procured the English a complete victory, nor could the Dutch any otherwise preserve their ships than by retiring once more into the flats and shallows, where the largest of the English vessels could not approach.

In this battle Van Trump boarded Vice-admiral Pen, but was beaten off, and himself boarded, and reduced to blow up his decks, of which the English had gotten possession. He was then entered at once by Pen and another, nor could possibly have escaped, had not De Ruyter and De Witt arrived at that instant and rescued him.

However the Dutch may endeavour to extenuate their loss in this battle, by admitting no more than eight ships to have been taken or destroyed, it is evident that they must have received much greater damages, not only by the accounts of more impartial historians, but by the remonstrances and exclamations of their admirals themselves; Van Trump declaring before the States, that "without a numerous reinforcement of large men of war he could serve them no more;" and De Witt crying out before them, with the natural warmth of his character, "Why should I be silent before my Lords and Masters? The English are our masters, and by consequence masters of the sea."

In November, 1654, Blake was sent by Cromwell into the Mediterranean, with a powerful fleet, and may be said to have received the homage of all that part of the world; being equally courted by the haughty Spaniards and surly Dutch, and the lawless Algerines.

In March, 1656, having forced Algiers to submission, he entered the harbour of Tunis, and demanded reparation for the robberies practised upon the English by the pirates of that place, and insisted that the captives of his nation should be set at liberty. The governor having planted batteries along the shore, and drawn up his ships under the Castles, sent Blake an haughty and insolent answer, "There are our Castles of Goletto and Porto Ferino," said he, "upon which you may do your worst;" adding other menaces and insults, and mentioning in terms of ridicule the inequality of a fight between ships and castles. Blake had likewise demanded leave to take in water, which was refused him. Fired with this inhuman and insolent treatment, he curled his whiskers, as was his custom when he was angry, and entering Porto Ferino with his great ships, discharged his shot so fast upon the batteries and castles, that in two hours the guns were dismounted, and the works forsaken, though he was at first exposed to the fire of 60 cannon. He then ordered his officers to send out their long-boats well manned to seize nine of the piratical ships lying in the road, himself continuing to fire upon the castle. This was so bravely executed, that with the loss of only 25 men killed, and 48 wounded, all the ships were fired in the sight of Tunis. Thence sailing to Tripoli, he concluded a peace with that nation; then returning to Tunis, he found nothing but submission. And

such, indeed, was his reputation, that he met with no farther opposition, but collected a kind of tribute from the princes of those countries, his business being to demand reparation for all the injuries offered to the English during the civil wars. He exacted from the Duke of Tuscany 60,000*l.* and, as it is said, sent home 16 ships laden with the effects which he had received from several States.

The respect with which he obliged all foreigners to treat his countrymen, appears from a story related by Bishop Burnet. When he lay before Malaga, in a time of peace with Spain, some of his sailors went ashore, and meeting a procession of the host, not only refused to pay any respect to it, but laughed at those that did. The people, being put by one of the priests upon resenting this indignity, fell upon them, and beat them severely. When they returned to their ship, they complained of their ill treatment; upon which Blake sent to demand the priest who had procured it. The viceroy answered, that, having no authority over the priests, he could not send him; to which Blake replied, "that he did not inquire into the extent of the viceroy's authority, but that if the priest were not sent within three hours, he would burn the town." The viceroy then sent the priest to him, who pleaded the provocation given by the seamen. Blake bravely and rationally answered, that if he had complained to him he would have punished them severely, for he would not have his men affront the established religion of any place; but that he was angry that the Spaniards should assume that power, for he would have all the world know, that an Englishman was only to be punished by an Englishman. So having used the priest civilly, he sent him back, being satisfied that he was in his power. This conduct so much pleased Cromwell, that he read the letter in council with great satisfaction, and said, "he hoped to make the name of an Englishman as great as ever that of a Roman had been."

In 1656, the Protector, having declared war against Spain, dispatched Blake with 25 men of war to infest their coasts, and intercept their shipping. In pursuance of these orders he cruised all winter about the Streights, and then lay at the mouth of the harbour of Cales, where he received intelligence that the Spanish Plate fleet lay at anchor in the Bay of Santa Cruz in the Isle of Teneriffe. On the 13th of April, 1657, he departed from Cales,

and on the 20th arrived at Santa Cruz, where he found sixteen Spanish vessels. The bay was defended on the north side by a castle, well mounted with cannon, and in other parts with seven forts with cannon proportioned to the bigness, all united by a line of communication manned with musketeers. The Spanish admiral drew up his small ships under the cannon of the castle, and stationed six great galleons with their broadsides to the sea: an advantageous and prudent disposition, but of little effect against the English commander; who, determining to attack them, ordered Stayner to enter the bay with his squadron, then posting some of his largest ships to play upon the fortifications, himself attacked the galleons, which, after a gallant resistance, were at length abandoned by the Spaniards, though the least of them was bigger than the biggest of Blake's ships. The forts and smaller vessels being now shattered and forsaken, the whole fleet was set on fire, the galleons by Blake, and the smallest vessels by Stayner, the English vessels being too much shattered in the fight to bring them away. Thus was the whole Plate fleet destroyed, and the Spaniards, according to Rapin's remark, sustained a great loss of ships, money, men, and merchandise, while the English gained nothing but glory.* As if he that increases the military reputation of a people did not increase their power, and he that weakens his enemy in effect strengthens himself.

The whole action, says Clarendon, was so incredible, that all men, who knew the place, wondered that any sober man, with what courage soever endued, would ever have undertaken it, and they could hardly persuade themselves to believe what they had done: while the Spaniards comforted themselves with the belief, that they were devils and not men who had destroyed them in such a manner. So much a strong resolution of bold and courageous men can bring to pass, that no resistance or advantage of ground can disappoint them; and it can hardly be imagined how small a loss the English sustained in this unparalleled action, not one ship being left behind, and the killed and wounded not exceeding 200 men; when the slaughter on board the Spanish ships and

* See Andrew Marvell's Lines on Admiral Blake's victory at Teneriffe, in N. C. viii. 329. See also pp. 125 and 303 of the same volume.

on shore was incredible.* The general cruised for some time afterwards with his victorious fleet at the mouth of Cales, to intercept the Spanish shipping, but, finding his constitution broken by the fatigue of the last three years, determined to return home, and died before he came to land.†

His body was embalmed, and, having lain some time in state at Greenwich House, was buried in Henry VIIth's Chapel, with all the funeral solemnity due to the remains of a man so famed for his bravery, and so spotless in his integrity; ‡ nor is it without regret that I am obliged to relate the treatment his body met a year after the Restoration, when it was taken up by express command, and buried in a pit in St. Margaret's church-yard. Had he been guilty of the murder of Charles I. to insult his body had been a mean revenge; but as he was innocent, it was, at least, inhumanity, and, perhaps, ingratitude. "Let no man," says the oriental proverb, "pull a dead lyon by the beard."

But that regard which was denied his body has been paid to his better remains, his name and his memory. Nor has any writer dared to deny him the praise of intrepidity, honesty, contempt of wealth, and love of his country. "He was the first man," says

* As soon as the news arrived of this extraordinary action, the Protector sent to acquaint his second Parliament, then sitting, therewith; whereupon they ordered a public thanksgiving, and directed a diamond ring, worth 500*l.* to be sent to Blake: 100*l.* was given to the captain who brought the news; and the thanks of the House was ordered to all the officers and seamen, to be given them by their admiral.

† He died, as the fleet was entering Plymouth Sound, on board his ship, the St. George, August 17, 1657, being about 59 years of age.

‡ On the 4th of September, it was carried by water in a barge of state, covered with velvet, adorned with escutcheons and pencils, accompanied by his brother, relations, and servants, in mourning; by Oliver Cromwell's privy council, the commissioners of the Admiralty and Navy, the lord mayor and aldermen of London, the field officers of the Army, and many other persons of honour and quality, in a great number of barges and wherries covered with mourning, marshalled and ordered by the heralds at arms, who directed and attended the solemnity. Thus they passed to Westminster Bridge, and, at their landing, proceeded in the same manner through a guard of several regiments of foot to the Abbey, his dear friend, General Lambert, though then in disgrace with the Protector, attending on his horse. The procession being over, the body was interred in a vault, built on purpose, in the chapel of King Henry VII.

Clarendon, "that declined the old track, and made it apparent that the sciences might be attained in less time than was imagined. He was the first man that brought ships to contemn castles on shore, which had ever been thought very formidable, but were discovered by him to make a noise only, and to fright those who could rarely be hurt by them. He was the first that infused that proportion of courage into seamen, by making them see, by experience, what mighty things they could do if they were resolved, and taught them to fight in fire as well as upon the water; and though he has been very well imitated and followed, was the first that gave the example of that kind of naval courage, and bold and resolute achievements."

To this attestation of his military excellence, it may be proper to subjoin an account of his moral character from the author of Lives English and Foreign. "He was jealous," says that writer, "of the liberty of the subject, and the glory of his nation; and as he made use of no mean artifices to raise himself to the highest command at sea, so he needed no interest but his merit to support him in it. He scorned nothing more than money, which, as fast as it came in, was laid out by him in the service of the state, and to shew that he was animated by that brave, public spirit, which has since been reckoned rather romantic than heroic. And he was so disinterested, that though no man had more opportunities to enrich himself than he who had taken so many millions from the enemies of England, yet he threw it all into the public treasury, and did not die 500*l.* richer than his father left him; which the author avers from his personal knowledge of his family and their circumstances, having been bred up in it, and often heard his brother give this account of him. He was religious according to the pretended purity of these times, but would frequently allow himself to be merry with his officers, and by his tenderness and generosity to the seamen, had so endeared himself to them, that when he died they lamented his loss as that of a common father."

Instead of more testimonies, his character may be properly concluded with one incident of his life, by which it appears how much the spirit of Blake was superior to all private views. His brother, in the last action with the Spaniards, having not done his duty, was, at Blake's desire, discarded, and the ship was

given to another; yet was he not less regardful of him as a brother, for when he died he left him his estate; knowing him well qualified to adorn or enjoy a private fortune, though he had found him unfit to serve his country in a public character, and had therefore not suffered him to rob it.*

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* Winstanley, who was contemporary with Blake, wrote the following verses upon his death:—

Here lies a man made Spain and Holland shake,
Made France to tremble, and the Turks to quake:
Thus he tan'd men; but if a lady stood
In's sight, it rais'd a palsy in his blood;
Cupid's antagonist, who in his life
Had fortune as familiar as a wife.
A stiff, hard, iron soldier; for he
It seems had more of Mars than Mercury;
At sea he thundered, calm'd each raging wave,
And now he's dead, sent thund'ring to his grave.

From these verses it looks as if the admiral had been little addicted to the fair sex.

Mr. Granger, speaking of Blake's being nearly fifty years of age before he took the command of a fleet, observes, that his want of experience seems to have been of great advantage to him: "He followed the light of his own genius only, and was presently seen to have all the courage, the conduct, and the precipitancy of a good sea officer.—The very temerity of his enterprises struck terror into his enemies, and contributed greatly to his success. He not only improved the method of attack, but carried the naval power of Cromwell to a greater height than had been known in any age or nation."

Mr. Hume's character of our great admiral is drawn up with that historian's usual elegance and spirit. "Never man, so zealous for a faction, was so much respected and esteemed even by the opposite factions. He was, by principle, an inflexible republican; and the late usurpations, amidst all the trust and caresses which he received from the ruling powers, were thought to be very little grateful to him. "It is still our duty," he said to the seamen, "to fight for our country, into whatever hands the government may fall." Disinterested, generous, liberal; ambitious only of true glory, dreadful only to his avowed enemies; he forms one of the most perfect characters of that age, and the least stained with those errors and violences, which were then so predominant. The Protector ordered him a pompous funeral at the public charge: but the tears of his countrymen were the most honourable panegyric on his memory.

NAUTICAL ANECDOTES, &c.

FORTUNATE ESCAPE OF JER. O'SULLIVAN, AND SURGEON HOGAN.

THE following is an extract of a letter received by James O'Sullivan, Esq. of Limerick, from his son, dated Halifax, Nov. 18, 1813 :—

" The Government of the United States becoming more strict on those aliens who refused to take the oaths of citizenship, many attempted to extricate themselves from the impending storm ; another and I were taken, and were near forfeiting our lives. After many difficulties, I got on board the Valiant, of 74 guns, Captain Oliver, off New London: from Captain Oliver I received every attention, and on the Atalanta sloop, Captain Hickey, being ordered with despatches to this port, the Consul of New London, and I, took our passage in her. We were but four days out, when a thick fog rose, and on the 5th day we struck on a ridge of rocks, called the Blind Sisters, within fourteen miles of the land, and twenty-one of this port. In twelve minutes she was literally torn to pieces; the crew, 137 in number, swam to the boats, fortunately launched ; and to see so many poor souls struggling for life, some naked, others on spars, casks, or any thing tenable, was a scene painful beyond description.

" I was in the cabin when the ship struck; the shock told me our fate. I flew out; got on the poop and into the cutter that hung over the quarter-gallery: with two others we lowered her down, and in an instant were providentially enabled to put off from the wreck, and I am glad to tell you, I was instrumental in saving my townsman, Surgeon Hogan, who accompanied me safely into port, where all our brave crew have happily arrived. To the honour of Captain Hickey, he was the last who left the wreck ; his calmness, his humanity, and his courage during the entire of this awful scene, was superior to man : every thing is lost but our lives.

" I had letters of introduction from Captain Oliver to Sir J. B. Warren, Admiral Griffiths, and Mr. Frasier, the loss of which has been of serious inconvenience; but Captain Hickey's attention to me since the misfortune, has been uniformly kind. The war has increased the trade of this place to an amazing degree; beef, pork, butter, shoes, candles, &c. would pay handsomely."

REMARKABLE INSTANCE OF PRESERVATION AT SEA.

THE Almeira, formerly of New York, foundered on the Banks of Newfoundland in Jan. last in a severe gale of wind. Capt. Greswold took to his boat, with his men (fifteen in number) without a compass chart, or any navigable utensils whatever. The wind being a-head and blowing very fresh, she put away for the West Indies, and finally arrived at Fayal, with the loss of one man, after being out twenty days from the time he left the Banks, and having had several very severe gales of wind in that time.

When Capt. G. arrived at Fayal, he had not drank a glass of water for three days, and hardly eaten any bread.

LIST OF FLEETS AND THEIR STATIONS, TO A RECENT DATE.

Channel, Coasts of Ireland, Spain, and Portugal.

Ships.	*Guns.*	*Commanders.*
Queen Charlotte	110	Adm. Ld. Keith Rear-adm. Pult. Malcolm Capt. R. Jackson
Ville de Paris..	110	Rear-adm. Sir H. B. Neale Capt. Chas. Jones
Royal Sovereign	110	Capt. T. G. Caulfield
Abercrombie ..	74	—— C. W. Fahie
Ajax	74	—— R. W. Otway
Bellona	74	—— G. M'Kinly
Bulwark	74	—— D. Milne
Centaur	74	—— J. C. White
Clarence	74	—— H. Vansittart
Conquestador ..	74	—— Ld. W. Stuart
Denmark	74	—— Hon. E. R. Baker
Dublin	74	—— Thos. Elphinstone
Egmont	74	—— Jos. Bingham
Hannibal	74	—— Sir M. Seymour
Magnificent....	74	—— W. T. Lake
Rippon	74	—— Sir C. Cole
Royal Oak	74	Rear-adm. Ld. A. Beauclerk Capt. E. Dix
Sultan	74	—— J. West
Superbe	74	—— Hon. C. Paget
Vengeur	74	—— T. R. Rickets
Warspite	74	—— Ld. C. O'Bryen
Andromache ...	38	—— G. Tobin
Belle Poule	38	—— G. Harris
Briton	38	—— Sir J. Staines
Eridanus	38	—— H. Prescott
Eurotas	38	—— J. Phillimore
Hotspur	38	—— Hon. J. Percy
Fortunée	38	—— W. Goate
Magicienne	38	—— Hon. W. Gordon
Pyramus	38	—— J. W. Dundas
Surveillante ...	38	—— R. Elliot
Pomone	38	—— P. Carteret
Voluntaire	38	—— Hon. W. Waldegrave
Madagascar....	38	—— L. Curtis
Seahorse	38	—— J. A. Gordon
Niobe	38	—— J. W. Montague
Cydnus	38	—— F. Langford
President	38	—— F. Mason
Menelaus.....	38	—— Sir P. Parker
Leonidas	38	—— G. Seymour
Rota	38	—— P. Sommerville
Garland	24	—— R. P. Davies
Porcupine	24	
Andromeda	24	—— R. Arthur
Tartarus	20	—— J. Pascoe
Sabrina.....	20	—— A. R. M'Kenzie
Myrtle.....	20	—— W. Paterson
Achates	18	—— J. H. Morrison
Beagle	18	—— J. Smith
Bittern.....	18	—— G. A. Hire
Brisk	18	—— H. Higman
Bacchus	18	—— G. Willes
Badger.....	18	—— C. Hole
Beaver.....	18	—— E. O. Drury
Cygnet.....	18	—— R. Russel
Challenger	18	—— F. Venor
Dispatch	18	—— J. Galloway
Derwent	18	—— G. M. Kitton
Dauntless.....	18	—— D. Barber
Fly	18	—— Sir W. Parker
Royalist.	18	—— J. G. Bremer.
Foxhound	18	—— J. Parish
Helena.....	18	—— H. Montressor
Jalouse.....	18	—— A. Lowe
Jaseur	18	—— G. W. Watts
Orestes.....	18	—— W. R. Smith
Pelican.....	18	—— F. Maunsell
Reindeer.....	18	—— W. Manners
River	18	—— J. Finley
Stork	18	—— R. J. Coulson
Savage.....	18	—— W. Bissel
Sparrow	18	—— F. E. Lock
Trinculo	18	—— A. Renny
Woolverene....	18	—— C. Kerr
Zenobia	18	—— R. Foley
Harlequin	18	—— W. Kempthorne
Penguin	18	—— G. A. Byron
Port Mahon ...	18	—— F. W. Burgoyne
Ferret	14	—— W. Ramsden
Bermuda.....	14	—— W. Wolrige
Jasper	14	—— J. Jenkinson
Lyra.....	14	—— D. O'Reilly
Hope	14	—— E. Saurin
Snap	14	—— W. B. Dashwood
Albau.....	14	—— M. Wright
Scylla.....	14	—— C. M'Donald
Rapid.....	14	—— J. Foote
Rinaldo.....	14	—— E. Lyons
Opossum	14	—— T. Wolrige
Swinger	14	—— R. Wauchope
Parthian	14	—— J. F. Garrety

North Sea Fleet.

Ships.	*Guns.*	*Commanders.*
Impregnable ..	98	Admiral W. Young Rear-adm. Wm. Bedford Capt. J. W. Loring
Scarborough....	78	Rear-adm. Ferrier Capt. J. Halstead
Chatham	74	Rear-adm. M. A. Scott Capt. R. Maunsell
Bedford	74	—— J. Walker
Blenheim	74	—— S. Warren
Colossus	74	—— T. Alexander
Cornwall	74	—— E. C. W. Owen
Cressy	74	—— C. Dashwood
Cumberland ...	74	—— T. Baker
Elephant.....	74	—— F. W. Austen
Montague	74	—— P. Heywood
Norge	74	—— J. S. Rainier
Princess Caroline	74	—— H. Downman
Theseus	74	—— W. Prowse
Warrior	74	—— Lord Torrington
Tigre	74	—— J. Halliday
York	74	—— A. W. Schomberg
Grampus	50	—— F. G. Collier
Antelope	50	—— S. Butcher
Ulysses.....	44	—— T. Browne
Forth	40	—— Sir W. Bolton
Hamadryad....	38	—— E. Chatham
Pactolus	38	—— Hon. W. Aylmer
Desirée	38	—— A. Farquhar
Nymphen	38	—— J. Hancock
Alexandria ...	32	—— R. Cathcart
Horatio	32	—— Lord G. Stuart
Unicorn	32	—— G. J. Pechell
Jason	32	—— Hon. J. King

North Sea Fleet.

Ships.	*Guns.*	*Commanders.*
Amphion	32	J. P. Stewart
Daphne	20	J. Green
Ranger	20	G. Acklom
Ariel	18	D. Ross
Apelles	18	A. M'Vicar
Banterer	18	C. Warde
Brazen	18	J. Stirling
Calypso	18	T. Groube
Cretan	18	C. W. Payne
Cruizer	18	J. Tobin
Erebus	18	J. Forbes
Griffon	18	G. Trollope
Mercurius	18	T. Renwick
Nightingale	18	C. Nixon
Oberon	18	J. Murray
Podargus	18	G. Rennie
Clio	18	W. Farrington
Briseis	14	J. Ross
Chanticleer	14	S. Blacker
Cadmus	14	W. Evans
Sheldrake	14	G. Brine
Thracian	14	J. Carter
Calliope	14	J. Codd
Cherokee	14	W. Ramage
Brittomart	14	R. Riddel
Brevdageren	14	F. B. Devon
Cordelia	14	H. T. Frazer
Drake	14	G. Grant
Flamer	14	J. Baldwin
Forward	14	R. Banks
Archer	14	G. Elliot
Fervent	14	C. H. Reid
Hasty	14	J. Dickenson
Havoc	14	G. Truscott
Hearty	14	J. Rose
Insolent	14	E. Brazier
Leveret	14	J. Christian
Portia	14	H. Thompson
Pincher	14	J. Wallis
Rosarie	14	T. F. Peake
Redbreast	14	Sir G. M. Keith
Raven	14	G. Lennock
Redpole	14	A. Frazer
Reynard	14	D. St. Clair
Rolla	14	W. Hill

Mediterranean Fleet.

Ships.	*Guns.*	*Commanders.*
Caledonia	110	Vice-adm. Sir E. Pellew Rear-adm. J. Pellew Capt. T. Coghlan
Hibernia	110	Vice-adm. Sir S. Smith Capt. C. T. Smith
St. Joseph	110	Rear-adm. Sir R. King Capt. W. Stewart
Royal George	110	T. F. C. Mainwaring
Barfleur	98	John Maitland
Boyne	98	George Burlton
Ocean	98	Rob. Plampin
P. of Wales	98	J. E. Douglass
Union	98	Rob. Rolles
Aboukir	74	Geo. Parker
America	74	Sir J. Rowley
Armada	74	Ch. Grant
Bombay	74	N. Thompson
Berwick	74	E. Brace
*Duncan	74	R. Lambert
Eagle	74	Ch. Rowley
Edinburgh	74	Hon. G. L. Dundas
Elizabeth	74	Hon. E. L. Gower
Fame	74	W. Bathurst
*Indus	74	W. H. Gage
Malta	74	Rear-adm. Hollowell Capt. S. H. Inglefield
Milford	74	Rear-adm. T. F. Fremantle Capt. Markland
Mulgrave	74	T. J. Maling
Pompée	74	Sir J. A. Wood
Pembroke	74	Jas. Brisbane
Rivoli	74	Grah. E. Hammond
Repulse	74	Rob. Mowbray
Revenge	74	Rear-adm. Sir S. Gore Capt. W. Carrol
Scipio	74	Hen. Heathcote
Swiftsure	74	E. S. Dickson
Tremendous	74	R. Campbell
Bacchante	38	W. Hoste
Euryalus	38	C. Napier
Unité	38	E. Chamberlaine
Alcmene	38	E. L. Graham
Apollo	38	B. W. Taylor
Iphigenia	38	A. King
Furieuse	38	Wm. Mounsey
Havannah	38	Hon. G. Cadogan
Imperieuse	38	Hon. H. Duncan
Undaunted	38	T. Usher
Orlando	38	J. Clavell
Curacoa	38	J. Tower
Franchise	38	J. Buck
Castor	32	J. Dilkes
Cerberus	32	T. Garth
Cossack	24	F. Stanfell
Crocodile	24	W. Elliot
Perseus	24	E. H. A. Court
Myrmidon	24	H. Bouchier
Rainbow	24	Wm. Hamilton
Termagant	20	J. L. Manley
Blossom	20	J. R. Rowley
Hyacinth	20	A. R. Sharpe
Philomel	20	C. Shaw
Anacreon	18	J. Davis
Buzzard	18	J. Smith
Cephalus	18	E. Flynn
Crocus	18	A. Adderly
Eclair	18	J. Bellamy
Grasshopper	18	H. Battersby
Guadaloupe	18	A. Stowe
Minorca	18	R. Wormley
Merope	18	J. C. Roberts
Nautilus	18	T. Dench
Onyx	18	S. Cobb
Papillon	18	J. Hay
Pelorus	18	R. Gambier
Pilot	18	J. T. Nicholas
Pylades	18	J. Wymess
Paulina	18	R. Mainwaring
Partridge	18	G. C. Phillot
Prometheus	18	H. Robinson
Saracen	18	J. Harper
Scout	18	P. Crispin
Sparrowhawk	18	T. B. Clowes
Swallow	18	E. R. Sibley
Tuscan	18	G. M. Jones
Weazle	18	J. Black
Wizard	18	J. Morisby
Shearwater	18	W. R. Smith

Brazil Station, Coast of Africa, &c.

REAR ADMIRAL MANLEY DIXON.

Ships.	*Guns.*	*Commanders.*
Ackbar.....	50	Captain A. C. Dickson
ndefatigable ..	40	—— J. Fyffe
nconstant ...	38	—— Sir E. Tucker
Salcette	38	—— J. Bowen
ris	38	—— H. Christian
tag	38	—— P. Hornby
Tagus	38	—— P. Pipon
Niger	38	—— P. Rainier
Vereus.....	32	—— M. Dixon
quilon	32	—— Wm. Bowles
yane	20	—— F. Forrest
avorite	20	—— J. Maxwell
Hermes	20	—— P. Brown
Therub.....	20	—— T. T. Tucker
Ibicore	18	—— H. T. Davies
lover	18	—— Col. Campbell
acoon	18	—— J. Black
atellite	18	—— J. Porteus
airy.....	14	—— H. Patton
Alcyon	14	—— J. H. Marshall

Coast of America.

Asia	74	Vice-adm. Sir A.Cochrane Rear-adm. H. Hotham Captain W. Wainwright
Sceptre	74	Rear-adm. Cockburn Captain C. B. Ross
. Domingo ..	74	—— J. C. Pechell
n Hogue.....	74	—— Hon. T. B. Capel
aliant	74	—— T. D. Oliver
ctorious	74	—— J. Talbot
bion	74	—— J. F. Devonshire
antagenet....	74	—— R. Lloyd
amillies.....	74	—— Sir T. Hardy
ragon	74	—— R. Barry
oliath.....	54	—— F. L. Maitland
ajestic	54	—— J. Hayes
adem	54	—— Hon. G. Byng
aturn..	54	—— J. Nash
dymion	40	—— Hen. Hope
asta	40	—— A. R. Keir
ire	40	—— T. Browne
evern	40	—— Jas. Nourse
lvidere.....	38	—— R. Byron
atira	38	—— H. Stackpole
non	38	—— Cl. Upton
mphe	38	—— F. P. Epworth
nedos	38	—— Hyde Parker
aidstone	38	—— Geo. Burdett
emen	38	—— Sam. Pym
esapeake....	38	—— Al. Gordon
mide.....	38	—— Sir T. Troubridge
rossa	38	—— W. H. Sherriff
rcissus.....	38	—— J. L. Lumley
pheus	32	—— H. Pigot
nerva	32	—— R. Hawkins
samond	20	—— D. Campbell
rald	20	—— Cl. Milward
naranthe	18	—— G. Pringle
teon.....	18	—— B. C. Cator
lders	18	—— J. Bedford
stilian	18	—— D. Braimer
rlew.....	18	—— M. Head
Epervier	18	—— R. Wales
Emulous	18	—— W. H. Godfrey
Fantome	18	—— J. Lawrence
Indian	18	—— T. Sykes
Martin	18	—— H. F. Senhouse
Morgiana.....	18	—— D. Scott
Moselle	18	—— J. Maberley
Partridge.....	18	—— J. Adye
Peacock	18	—— B. W. Mends
Raleigh	18	—— G. W. Hooper
Recruit	18	—— G. Dickens
Sylph	18	—— W. Kinsman
Wasp	18	—— T. Everard
Helicon	10	—— H. Hopkins
Conflict	10	—— H. L. Baker
Contest.....	10	—— J. Rattray
Thistle.....	10	—— J. K. White
Manly	10	—— E. Collier

Lakes.

SIR J. L. YEO, COMMODORE.

.....	Capt. W. H. Mulcaster
.....	—— O'Connor
.....	—— Spilsbury
.....	—— England
.....	—— Dobbs
.....	—— Anthony
.....	—— R. Barclay

East Indies.

Minden	74	Vice-adm. Sir S. Hood Captain J. Prior
Sterling Castle..	74	—— Sir H. Popham
*Medway	74	—— Aug. Brine
Cornwallis	74	—— Edgell
Africaine	40	—— Hon. E. Rodney
Manilla	38	—— D. H. M'Kay
*Revolutionnaire	38	—— J. C. Woolcombe
Doris	38	—— E. O'Brien
Phœnix	38	—— W. H. Webley
Leda.....	38	—— G. Sayer
Hussar	38	—— Hon. G. Elliot
Theban.....	38	—— Sir T. Digby
Trincomalee ..	38	—— M. Maxwell
Clorinde	32	—— Thos. Briggs
OwenGlendower	32	—— B. Hodgson
Volage.....	24	—— S. Leslie
Acorn..... ...	24	—— G. Henderson
Barracouta.....	18	—— C. Hawkey
Hecate.....	18	—— Wm. Case
Hesper.....	18	—— C. Biddulph
Procris.....	18	—— T. Curzon
Samarang.....	18	—— J. Drury

West Indies.

Venerable	74	Rear-adm. Phil. Durham Captain J. A. Worth
*Queen	74	—— Lord Colville
Barham.....	74	—— J. W. Spranger
*Gloucester....	74	—— R. Williams
*Leviathan	74	—— A. Drummond

West Indies.

Ships.	*Guns.*	*Commanders.*
Argo	44	Rear-adm. W. Brown, Captain W. Fothergill
Surprise	38	Sir J. Cochrane
Rhin	38	Chas. Malcolm
Pique	38	Hon. A. Maitland
Lacedemonian	38	Sam. Jackson
Galatea	38	Wood. Losack
*Ister	38	J. Cramer
Cleopatra	32	C. Gill
BonneCitoyenne	20	P. B. Greene
*Talbot	20	Sp. Swain
North Star	20	Thos. Coe
Arab	18	H. Jane
Arachne	18	C. Watson
Bustard	18	C. B. Strong
*Columbine	18	H. Muddle
Charybdis	18	S. Clephane
Crane	18	J. Stewart
Dotterel	18	W. H. Daniel
*Imogene	18	W. H. Bamber
*Echo	18	T. Percival
Eclipse	18	H. Lynne
Forrester	18	A. Kennedy
Heron	18	A. M'Culloch
Rifleman	18	Jos. Pearce
Ringdove	18	S. Dowers
Sappho	18	H. O'Grady
Sapphire	18	H. Haynes
Snake	18	G. Robbin
Vautour	18	P. Lawless
*Dasher	18	W. Henderson
*Zephyr	18	T. C. Hickens
Mosquito	18	J. Tomkinson

Newfoundland.

†Bellerophon	74	Vice-adm. Sir R. Keats, Captain E. Hawker
Sybille	38	J. Sanders
Dryad	38	E. Galway
Crescent	38	J. Quilliam
Comet	20	G. W. Blaney
†Electra	18	W. Griffinhooffe
†Muros	18	T. B. Gregory
Pheasant	18	J. Palmer
†Wanderer	18	F. Newcombe
†Hazard	18	J. Cooberg
Borer	14	R. Coote

Cape of Good Hope.

Lion	64	Rear-Adm. Tyler, Captain H. Baine
Nisus	38	C. Schomberg
Semiramis	38	C. Richardson
Laurel	38	Hon. G. Proby
Astrea	38	J. Eveleigh
Creole	38	G. C. M'Kenzie
Phœbe	38	J. Hillyer
Harpy	18	Sam. Hore

* *Going out with Convoys.*

Ships fitting and refitting in Port and nearly ready for Sea.

Ships.	*Guns.*	*Commanders.*
Devonshire	74	R. Donnelly
Conqueror	74	R. Ragget
Rodney	74	C. Inglis
Vigo	74	T. White
Zealous	74	T. Boys
Achille	74	A. P. Hollis
Invincible	74	C. Adam
Benbow	74	R. H. Pearson
Marlborough	74	R. Honeyman
Newcastle	50	Sir G. Collier
Tigris	38	Rob. Henderson
Orestes	38	N. D. Cochrane
Scamander	38	G. Heathcote
Hebrus	38	E. Palmer
Granicus	38	W. F. Wills
Ethalion	38	E. Heywood
Resistance	38	F. Pellew
Venus	38	R. M'Kenzie
Hyperion	32	W. Comby
Cyrus	20	H. Hart
Pandora	18	T. Stamp
Harrier	18	A. Green
Alert	18	G. R. Sartorius
Elk	18	J. B. H. Curran
Minstrel	18	R. Mitford
Lightning	18	B. C. Doyle
Frolic	18	A. Mitchel
Griper	18	C. Mitchell
Wolf	18	H. B. T. Collier
Espiegle	18	J. Taylor
Peruvian	18	J. Kippen

Ships bringing forward for Commission.

Dreadnought	98	Dartmouth	38
Vindictive	74	Sirius	38
Anson	74	Lively	38
Spencer	74	Tanais	38
Excellent	74	Melampus	38
Canopus	74	Cambrian	38
Spartiate	74	Active	38
Implacable	74	Diana	38
Tonnant	74	Phaeton	38
Terrible	74	Eurydice	24
Thunderer	74		

20 Ships of the line building, and 32 frigates from 50 to 32 guns.

Paid off lately.

Orion	74	Captain Sir A. C. Dickson
Poictiers	74	Sir J. P. Beresford
Spartan	38	Sir E. A. Brenton
Shannon	38	Sir P. Broke
Aigle	32	Sir J. Louis
Modeste	32	J. C. Crawford

† *Coming home with ditto.*

GALLANT ACTION.

By a letter from Teneriffe we have an account of the arrival there, on the 6th of November, of the Montague and Pelham packets, after a desperate action with the American privateer Globe, of eight nine's, and one long gun in the bow, with upwards of one hundred men, on the 2d of November, off Madeira, which island they had left on the preceding evening. The action commenced by the Globe running the Montague on board; this attempt was most gallantly and successfully resisted; but, unfortunately, with the loss of her brave commander, Captain Norway, the surgeon, and several of the crew. The conflict was of so warm a nature, that in ten minutes from its commencement the Montague was completely disabled. It was then continued by the Pelham (which vessel had, from the situation of the Montague, been prevented firing into the American) for forty minutes, within pistol-shot, when the fire of the privateer totally ceased, and she made off. This, though much crippled, her great superiority of sailing enabled her to do, notwithstanding every effort of the Pelham for two hours to come up with her. The Montague had, in addition to her commander and surgeon, four men killed, and the master and nine men wounded, the former severely. The Pelham, though much cut up in her masts, sails, and rigging, sustained no other loss than her commander, Captain Pering, severely, and one man slightly wounded. The privateer is the Globe, of Baltimore. A letter from the Grand Canary Islands mentions her arrival in a most distressed state, with the loss of 33 killed and 19 wounded, besides six who were taken prisoners on boarding the Montague.

SUSPENSION OF A NAVAL CAPTAIN.

Letters from Malta notice the arrival, at that island, of the Kite sloop of war, in charge of Lieutenant Johnston; the commander, Captain Canning, having been suspended. The following relation explains the grounds of the suspension, and likewise communicates the distressing particulars of the loss of many valuable lives:—

"In September, 1812, the Kite sloop of war, Captain Canning, attacked a vessel under Turkish colours, and had one man wounded. Complaint was made at Constantinople, and the captain was reprimanded. In March, 1813, the Kite broke the neutrality which is observed by British ships of war between the Turkish government and the islands, countries, or districts which are in a state of rebellion. A second complaint was made, which was followed by the captain receiving another rebuke. In June last, being still cruising in the Archipelago, the boats of the Kite were sent to Idromo, a small island lying near the entrance to the Gulf of Salonica, to obtain intelligence. The people, unable to bear the grievous tyranny of the Turkish government, had thrown off the yoke, and taken up arms. On the boat's crew landing, they were surrounded by the natives, and two of their number detained as hostages, until a supply of powder was obtained. With this demand, however, Captain Canning very properly refused compliance, and returned for answer, that "English ships of war

never paid contribution." The inhabitants, on receiving this reply, declared that they were friendly to the English; that they were in hostility only to Ali Pacha and the Governor of Salonica, by whom they had been shamefully oppressed. Consonant to this declaration, they treated the British officers and seamen with civility, and sent a present of some sheep and cheese to Captain Canning, which was accepted, and a return made of rum. After much friendly conversation they separated, and the boats returned to the ship. The same night Captain Canning declared his intention of destroying the pirates' boats, and made the necessary preparations. The natives of Idromo observing that the Kite continued to remain in the neighbourhood of the island, though the wind was fair for departing, began to suspect treachery, and prepared to counteract it. At daylight the Kite was brought to anchor, and opened a fire upon that part of the island where the native boats lay. The latter being manned, put off to attack the Kite, probably with the intention of carrying her by boarding; but when they had approached, a brisk fire of musketry was opened on them, which killed many, and obliged the others to return. The boats of the Kite were then despatched, with the seamen properly armed, to complete the destruction of the native boats. This service was not one of apparent difficulty. The seamen boarded the boats, which were presently abandoned. They then made preparations for bringing them out, or destroying them, when on a sudden they discovered that they were placed in such a position as to be commanded from the heights. Stones of immense size and weight were immediately precipitated from this elevation, which crushed all upon whom they fell. No shelter could be obtained from these immense masses in the open boats, which were abandoned, nor could those belonging to the Kite be immediately regained. In this melancholy conjuncture, many of the seamen threw themselves overboard, in the hope of gaining the shore; but the channel being several feet deep, their escape not only became a matter of difficulty, but their powder and ammunition were rendered unserviceable. At this time the natives, placed upon the heights, were taking deliberate aim. Every stone proved fatal, and the fall of every seaman was marked by a shout of triumph. It became necessary, therefore, for the survivors to separate, without attaining their unjust object, and abandon their killed and wounded companions to the fury of the exasperated enemy. The result of this unfortunate and imprudent enterprise has been, that, of forty officers and seamen who manned the boats, twenty were killed, and eighteen wounded. Among the killed were many who, having been badly wounded, and unable either to run or swim, were stoned to death as they lay on the beach. The first lieutenant, Mr. Williams; the purser, Mr. Edgar; and the senior midshipman, are included in the list of killed and wounded."

FRENCH PIRATES.

From America we learn, that on a rocky island called Baratavia, adjacent to the mouth of the Mississippi, a number of French pirates have formed a regular establishment. From thence they send out numerous armed vessels, and most grievously infest the coast of Louisiana, plunder-

ing and destroying the Spanish vessels, and those of every other nation, the French excepted. The property they thus pillage they deposit within the ramparts of a fort, which for this purpose they have constructed and provided with 14 pieces of artillery. To give a sort of character to these proceedings, they have formed a tribunal, which they denominate a court of vice-admiralty, and where they condemn without ceremony the property they have thus acquired. After judgment is passed, the merchandise is sold at low prices, but for ready money, and in open market. This market is kept two days in a week; and if no buyer be found, the goods are introduced into New Orleans as articles of contraband trade. Information of these proceedings has been given to the Governors-general of the Havanna and of the Floridas.

THE LATE CAPTAIN BLYTH, R.N.

Extract of a Letter from Portland, in the United States of America.

THE remains of Captain Blyth, late Commander of his Majesty's brig Boxer, who nobly fell in action with the United States brig Enterprize, on the 5th inst. (Sept.) off this coast, were interred here with military honours, on the 7th. The officers have caused a tomb-stone, with a suitable inscription, to be placed over his grave, as a tribute of their admiration and regard. The following is the inscription:—

In Memory of CAPTAIN SAMUEL BLYTH,
Late Commander of his Britannic Majesty's ship Boxer.
He nobly fell
On the 5th day of September, 1813,
In action with the U. S. brig Enterprize.
In Life honourable;
In Death glorious!
His Country will long deplore one of her bravest sons;
His Friends long lament one of the best of Men.
Aged twenty-nine years.
The surviving Officers of his Crew
Offer this feeble tribute of admiration
and regard.

SHIPWRECK AND MUTINY.

PRIVATE advices from Penang confirm the report of the loss of the ship Asia, of Bombay, in the Eastern Seas, on her return to Bombay from Batavia. This ship, it seems, shortly after quitting the latter port, had encountered a violent gale of wind off Java Head, by which her main and mizen-masts were carried away; and the vessel becoming quite unmanageable, with a leak increasing fast upon her, the officers and crew were obliged, for their own preservation, to abandon her, and betake themselves to the boats. Captain Stewart, the first and second officer, and an European passenger from Batavia, embarked in the long-boat, and Mr. Paton, the third officer, in the cutter; and scarcely had they quitted the ship, when she sunk. To this story, the same accounts add the distressing

information, that, on the 13th of April, the Seacunnies, in conjunction with four Malays and a Caffree, rose on the Europeans in the long-boat, and put every man of them to death. They afterwards removed Mr. Paton from the cutter, and compelled him to take charge of the long-boat, in which they arrived at Poolo Bouton, where meeting fortunately with some prows belonging to the King of Quedah, they were conveyed to that place, and from thence sent on to Penang. Why the boats should have been steered so strange and circuitous a course, and by what means the crew were enabled to supply themselves with food for so long a voyage, remain to be explained. The circumstances, however, are so minutely related, that no doubt can be well entertained as to the general truth of the story, especially as it is known that Mr. Paton had arrived at Penang.

STATE OF THE FRENCH NAVAL FORCES IN THE SCHELD.

3 ships of 80 guns disarming, having still two or three hundred men on board.

4 in ordinary.

6 ships of 74 guns, entirely fitted out with guns in, but having only two or three hundred men on board.

2 of 74, fitted out without guns, with only three hundred men on board.

5 of 74 in ordinary.

2 frigates in ordinary.

10 or 12 gun-brigs fitted out and manned.

	20 ships of the line.
	2 frigates.
	12 gun-brigs.
Total	34 vessels.

Off Flushing, in the Basin.

1 80 gun-ship, without guns, having only 80 men on board.

3 frigates, idem, only 20 men; several gun-brigs and gun-boats.

In the Road at Flushing.

4 frigates of 44 guns ready for sea.

Hague, December 4th, 1813.

SINEWS OF WAR.

An official account laid before the House of Commons, and printed, states the amount of the net produce of the permanent taxes in Great Britain, for the year ending the 25th of October, 1812, at 38,743,428*l.* 16*s.* 8¾*d.* and for the year ending the 15th October, 1813, at 37,833,366*l.* 12*s.* 1½*d.* being a deficiency of about 900,000*l.* The same account states the total amount of the net produce of the war taxes, for the year ending the 25th January, 1812, at 21,822,532*l.* 14*s.* 10¼*d.*; and for the year ending the 25th October, 1813, at 22,740,568*l.* 4*s.* 0½*d.* being an increase of about the amount of the deficiency in the permanent taxes. Thus the net produce of the whole of the taxes in Great Britain, for the year ending the 25th of

October, exceeds sixty millions.—An account of the reduction of the National Debt, from the 1st August, 1786, to the 1st November, 1813:—

Redeemed by the Sinking Fund	£.227,412,215
Transferred by Land Tax redeemed	24,569,830
Ditto by Life Annuities purchased	2,284,730
On Account of Great Britain	254,266,770
Ditto of Ireland	11,979,791
Ditto of Imperial Loan	1,482,848
Ditto of Loan to Portugal	207,606
Ditto of Loan to the East India Company	241,356
Total	£.268,178,376

The sum to be expended in the ensuing quarter is 4,621,526*l.* 3*s.* 8*d.*

CONFLAGRATION OF A LIGHT-HOUSE.

On the afternoon of Thursday, 14th October, a report reached Westport, that the Light-house on Clare Island had been burnt the night before. Mr. I. Farrell, the Marquis of Sligo's Architect, as soon as possible repaired to the place (a distance of nine leagues from Westport), and found that the lantern, with all its apparatus, was entirely consumed. So great was the conflagration, that some of the metal was melted into balls, and all the glasses, &c. broken. The first cost of the lantern alone was 1,100*l.* the reflectors were all inlaid with silver, and each pane of glass, on account of their make and great thickness, cost four guineas. The keeper assigns a snuff falling into the oil, as the cause of the conflagration. To prevent any accident to the shipping from the want of this light, exertions are making to have a temporary lantern erected, until further instructions shall be received.

DISCIPLINE AND SUICIDE.

On Thursday, 4th November, an Inquest was held at Carrickfergus, on the body of John Hooper, a boy belonging to his Majesty's ship Helena (now lying in that harbour), who had inflicted a severe wound on his throat with a knife, on the Monday morning previous. It appeared from the evidence of Surgeon Dease, of the ship, and others, that the unfortunate youth had been threatened with punishment, in consequence of improper conduct; that he secreted himself on Monday morning at muster time; that a corporal of marines was ordered between decks to search for him; who found him on the cable tier, hiding behind the mast; that he did not answer when spoken to, and on dragging him from the place of concealment, his throat was cut, and bleeding profusely; a knife was found beside him. Every assistance was immediately given; but he expired, from loss of blood, on Wednesday. Verdict—*Felo-de-se.*

CORRESPONDENCE.

MR. EDITOR, *London, 8th December, 1813.*

THROUGH your Work, I beg leave to convey my thanks to your correspondent NESTOR, in placing me as one of those advocates for the improvement of our envied and unconquered Bulwarks. As my motives are pure and impartial, I must confess I cannot agree with him, and A. F. Y. in the propriety or necessity of a secondary Board.—I think, and I believe it is generally allowed, that the Admiralty, Navy, and Transport Boards, are equal to carry on the management of the navy; it is ascertained as a fact, that, as it is, the Superior Board, very often acts contrary to the propositions and suggestions of the Navy Board; how would it be if there was a third?—Every man and every Board have always such confidence in their own ideas, that they cannot conform to the structure of others; in that case, the different Boards must disagree, and only tend to bring disgrace on some branch or other.—NESTOR will certainly allow, that if the Admiralty are men of ability (and, for my own part, I have not a doubt of it), that the more compressed you can bring public offices the better;—for instance, in the whole history of our own country, we have never found an expedition succeed, either by sea or land, where a council of war has been called; but commanders-in-chief have always found, that a confidence in their own professional abilities, was the best and safest; yet, in those cases, I confess, that the choice should be select, and none entrusted with a command, but those whose talents and professional skill have been well established. Another instance I shall mention; many captains, when they join a ship, cut and destroy (for what they call improvements), to a most wasteful expenditure, and an enormous expense to the country, which I believe was well understood at the Admiralty; for, a few years since, a new 74 was ordered to be fitted, as a model for the service to strictly abide by, and three captains of great merit and ability were sent to Chatham for that purpose (one of them the captain of the said ship), and she was fitted on an admirable and improved plan; yet I have heard, from good authority, that on the first cruise, her captain altered the whole of his own plans; it is a grievance, and a heavy one, that they are not themselves obliged to defray the expense of such mutilations. I have a high opinion of the present Board, yet they are liable to errors as well as others; unfortunately, every misconduct in the navy is attributed to them; this is unfair; for, after the Admiralty have issued sailing orders to the ships, a part of the responsibility must belong to the commander-in-chief, under whose orders they are placed, both at home and abroad, provided the commander-in-chief on a foreign station has a sufficient force placed under him; therefore, A. F. Y. will certainly allow that all commanders-in-chief are assistants to the Board of Admiralty, or why are port admirals appointed, but with that intent, and the Channel Fleet is directed by its admiral living on shore.

I shall now call your attention to the ships placed under the orders of

the port admiral on the Western Station ; I have always understood they are for the purpose of protecting the trade from the Start to the Scilly Islands; if that is the case, how do we hear constantly of our coasting traders being taken close into our harbours and off our headlands, and the "True-Blooded-Yankey," very lately, cruising for a long time off the Scillies? In my opinion, it arises from those cruisers considerably extending their limits, for the purpose of picking up a fat prize; in the mean time, the enemy's small privateers are destroying our merchantmen. I know not the ships, or their number, appointed for that service; but I believe there are several. I wish some of your abler Correspondents would take up the subject, on a larger scale; and I know no one more capable than A.F.Y. if I may judge by his writings, not having the least idea who he is. Would it not be advisable to have a small squadron under the direction of a post captain, of an active mind, and some standing, to be stationed at Scilly? the anchorage is good, and the entrances numerous; I would not take them from the command of the port admiral, they should still be under his orders, and much time would be saved, in their going forward and backward to replenish, and, as is often the case, the whole of them are at Plymouth, but a part of them ought always to be about Scilly until relieved; at all events, the losses we meet with require some serious consideration. A late port admiral (a very worthy good man) too fully proved, in giving up his opinions, the injustice he has done the service, for I have understood that he was considered only as a secondary person to his secretary; and I heard (only a week since as far as from Yorkshire) that, at the commander-in-chief's table, when a question was put, the secretary's answer was, *we* have sent so and so; the whole company were astonished; well they might, when the secretary considered himself as *jointly* in command. I should have been cautious in crediting this, had I not taken the Portsmouth paper, in which I saw an address to the port admiral, on his quitting his command, by the merchants of a respectable borough, for his kind and conciliating manners; this may all be very right, but what follows? why one also to the secretary, for his kind communications, and easy access to the calls of the merchants.—Does not this look like his being considered as a colleague with the chief?—The great error and mischief arise from a secretary being appointed prize agent and broker, whereby they have a connection with all the merchants and Jews in the place; and I have heard by several officers, that the office at a certain port is generally known by the name of the New Exchange, and go into it whenever you would, the secretary, during a certain period, was surrounded by Jews; assuredly he had quite sufficient to occupy his time in his *public capacity*, without carrying on extensive commercial communications; and I am convinced, that instances occur of communications made, and information given, tending to the injury of the service; and the influence over commanders in-chief, which is generally supposed to take place, is derogatory and scandalous. Some persons entertain an idea, that the secretary is appointed agent, for no other reason, than that he will be able to benefit his friends by recommending them for a good cruise; and to corroborate the assertion, I shall mention a circumstance which took place

about two years since:—the secretary on a home station wrote to his brother scribe at S————, saying, if such a captain does not appoint you agent, *black-ball* him: on this being known, he, very properly, was black-balled himself. I have been told, also, that the secretary to an admiral commanding, some time since, on the Eastern coast, threatened to get one or two of the captains bad cruises, because they would not appoint him their agent; and it is reported, that on the chief interrogating Mr. Secretary, as to the fact, he could not deny it; on which he replied, "By Jasus! I made you a purser; and, by Christ! here is douse you:" true it is, the secretary was dismissed from that day. The officers in the dock-yards are strictly forbid to have any concern in agency, then why allow admiral's secretaries? it is not possible for the former to do half the mischief, that is in the power of the latter; he is a confidential servant to the crown, he is master of many important secrets, such as secret orders in council; are not the latter connected most seriously with all prize-concerns? and it is fully in the power of a secretary to drop such hints to the cruisers and brokers, sufficient to divulge the views of government. Give the secretary pay adequate to his situation, but never allow him to be a prize-agent or broker; for it is now so customary to attend to the wishes of the chief, that there is not a cruiser, who does not appoint the secretary to the agency, or the *ci-devant* secretary is their broker. Fifty other circumstances I have heard related, such as gratuities, &c. &c. but I rather wish to believe such a degradation does not exist. However, it appears to be full time that the Admiralty should interfere, and that secretaries should not be permitted to have any concern with prize agency or brokerage, either as an ostensible partner, or a *sleeping one;* if necessary to add to their pay something considerable, so much the better; for even if many of those circumstances do not exist, put it out of the power of the world to comment so severely on the influence of secretaries over the chief, and the preference given to the Jews to serve the ships, through the *kind recommendation* of the agent, and to the total exclusion of the regular tradesman. I hope that some other of your correspondents will continue this subject, so essentially necessary to do away the stigma cast on the navy, and some of them more able, and better acquainted with facts, than

IMPARTIAL.

MR. EDITOR, *December*, 1813.

HAVING already reasoned generally on the prudential motives which call for the adoption of more extensive encouragement in our naval government, I now propose to enter more minutely on the practical means.

I shall commence with the lower classes, who constitute what is denominated the ship's company, more especially keeping in view that most valuable body, which forms the very foundation of the whole, able seamen.

No one will deny the policy of enacting such measures as will tend more closely to assimilate the manning of our fleets with voluntary service, and discipline with willing obedience. As our maritime regulations now stand, we cannot expect any material alteration for the better; for, as compared with our sister service, the army, the seaman is left with little or no

excitement; it amounts to a moral certainty, however, that a system of commensurate liberality would beget in the breasts of our tars that professional pride and regard so much to be desired, and which has so amply crowned the improved regulations of the army.

The subject in its various bearings is necessarily intimately connected with the impress, and in a less degree with the mode of punishment. I would willingly leave the latter untouched, well knowing the delicacy of its texture. Its necessity I grant, in the most unqualified sense; for it is clear, that if corporeal punishment was exploded, we must resort to executions as the substitute. Human nature is too prone to stray, even from the sacred paths of religion, and the strict bounds of integrity, to remain without restraint within the rigid pale of martial law. But though I admit its necessity, I think its frequency reducible; not, however, arising from lax discipline, but in a progressive degree, as increased incentives to good conduct are interwoven in our naval institutions. Now the great means to lessen punishments are, to diminish our almost entire dependance on the impress, and, by degrees, to make it merely an auxiliary, not a principal, method of manning our ships. The object, therefore, which I shall endeavour to shew, is the way to effect this; but before I enter on it, I cannot refrain from adverting to another most objectionable cause of the cat-of-nine-tails being in such frequent use. I allude to the system of allowing so many vagabonds to compromise every shade of crime, to avoid the pains of a prison, or the horror of transportation, by making themselves over to a British man of war. It is a practice degrading to honest pride, and baneful to the growth of professional emulation; it classes the duties of our gallant seamen with the chastisement of thieves and swindlers, making their wooden walls floating gaols, to save the trouble, or to reduce the number of prosecutions, with the very pithy compliment, that officers have the power of flogging good characters into them. Let this debasing custom be discontinued, and many a feeling of indignation in the bosoms of conscious and offended worth will be wiped away, and the naval service will emerge from the degraded rank which it almost universally holds among the lower orders of these kingdoms.

I shall now endeavour to point out the species and degree of encouragement which strikes me as best calculated for the diminution of impressment.—And first of the established state of bounties—It requires no unusual knowledge of the human heart to estimate the considerable effect this must always bear to voluntary service; and hence it is difficult to fathom, by what rules of policy or justice so vast a disparity is made between the soldier and sailor in this respect. It would seem, as if the convenience of the impress overcomes every idea of ever adopting any other increased means of procuring men. At all events, whilst the boon held out to the two services is so unequal, we cannot wonder at the military drum gaining recruits in abundance, whilst the "*proud old British Union*" hangs smoke dried and neglected over the door of every pot house we choose to dignify with the name of rendezvous. If the impress is necessary, let it, at least, be resorted to after an equalization of inducement fails in effect. If bounty

is meant as any thing but a lure, it is as a reasonable compensation for engaging in the King's service, and why such material difference in the quantity of such compensation should exist for wearing a red jacket or a blue one, I am at a loss to divine, unless, as I before observed, the convenience of the impress is the plea.

I do not, most distantly, intend to under-rate the value of a soldier to the state, or infer that their services are too dearly purchased: I reason only, to gain for the seaman an equal regard from his country, and that if his services, from the exigencies of the times, must be exacted against his will, it may not be without holding out equal remuneration and inducement to that his contemporary brethren receive. As if to mark the disparity more distinctly, every militia man is now to be proffered 10*l.* 10*s.* for a transfer of his duty from home to active service.

To sum up this portion of my subject, I am obliged to say that the relative bounties of soldiers and sailors are at variance with sound policy and justice, nor can I can see how the warmest advocates of its present footing can support its disparity, but by the perverted and unwise plea of national economy: I say perverted, for all economy must be so which is not founded on equitable principles; I say unwise, for that parsimony is assuredly so which enervates the national strength.

ÆOLUS.

P. S. I believe the following is a correct view, or nearly so, of the comparative state of bounties given to the Army, Marines, and Navy, which, whilst it cannot fail to excite surprise, must plainly shew the solid grounds on which I have brought this important subject forward.

		£.		
Army.—For Men		16	16	0
	Lads	12	0	0
	Boys	8	0	0
Marines—For Men and Lads above 5 feet 2 inches, being 18 years of age		16	16	0
	Boys being 5 feet	8	0	0
Navy.—Able Seamen		5	5	0
	Ordinary	3	3	0
	Landsmen and Boys		2	0

MR. EDITOR, 1 *January*, 1814.

I READ in Archdeacon Coxe's History of the Bourbon Kings of Spain, that the Sword presented to Lord Nelson by the present King of the Two Sicilies (Ferdinand) was the same which was given by Louis XIV. to his grandson Philip, when the latter quitted France to take possession of the kingdom of Spain. Some of your readers can probably tell what is become of that sword? which I shall be glad to know, through the medium of your pages.

HISTORICUS.

MR. EDITOR, *8th January*, 1814.

I HAVE perused with no small degree of satisfaction, and no common interest, the letter from Æolus, inserted in your number for November last, relative to the necessity of a gradual reformation of the present system for obtaining and preserving British seamen to fight their country's battles.

This subject had of late engaged *much* of my own attention, and I had resolved to lay some of my own opinions before the public, through the channel of your CHRONICLE, had I not been anticipated by this truly valuable and able writer; with whose opinions, so far as he has yet made them known in general terms, my own completely coincide (for, although the evil is great, the remedies ought to be gradually applied, and in such measure as the state of the country will allow). He has promised to resume the consideration of this most important subject in subsequent letters, to which I look forward with much anxiety, as involving a question that ought long ere now to have engaged more of the public attention; and which, now that it is likely to do so of necessity, will, I hope, be prudently managed, and, in the end, lead to the most beneficial consequences; at the same time, I am aware that it is pregnant with difficulties, which, perhaps, necessity alone would induce the B. of A. to consent to encounter: however, it is worthy of remark, that the task, although Augean, is one of *amelioration* and *improvement*, and will be regarded, (if successful, which, if properly managed, it must be) by our posterity, as one of the greatest improvements of the age. Leaving the future consideration of it to the far abler Correspondent I have already mentioned, I have now to remark, that the suggestion of another Correspondent, "A Friend to Naval Merit," appear to have been nearly completely anticipated by the very proper and impartial selection of officers for promotion on the late occasion; and it is but justice to allow to Lord Melville and the Board, every praise for their conduct in attending to the claims of the eldest of each respective class of officers; it is scarcely possible to avoid offence to some; but, on the whole, they appear to have aimed to anticipate the wishes of the service, and the country; and it is fair they should have the approbation and confidence such conduct merits. At the same time, I hope the æra is not far distant, when the naval concerns of Britain will devolve *entirely* into naval hands, with a *Statesman* at their head, which almost all seem to agree on thinking necessary, for the very plain reason, that a naval First Lord has *never* yet given satisfaction to the country or to his own profession; but that the other members of the Board ought all to be naval men, is no less a matter of justice than it would be of certain benefit to the service; and as the adjutant-general, quarter-master-general, commissariat, and medical department, are all under separate management, but one common head in the army, I am sure our naval business would be greatly simplified, and more easily managed, by the appointment of subordinate Boards, from among the Lords of the Admiralty themselves, or to act under their direction, increasing their number, or continuing them as at present, and hereafter appointing naval men only. I hope A. F. Y. and myself will live to see this change.

NESTOR.

MR. EDITOR. *December 27, 1813.*

I REQUEST your particular attention to the following:—To me it appears inexplicable, and deserving of elucidation. You will, therefore, for that purpose, have the goodness to record it in your valuable CHRONICLE.

Not many days since, I appointed to meet a brother officer at that great house where all our profession look most anxiously. How far their expectations are realised, shall not be entered into in this letter. Being earlier than the hour appointed, I sauntered on the opposite side the street, in the hope of seeing my friend, ere he entered the "hallowed roof." During this perambulation, I observed a board, conspicuously displayed on the wall inclosing the house of the First Lord of the Admiralty, and not many yards distant from the entrance gates. Many conjectures entered my mind as to the nature of the information it contained. At one time, I conceived it possible, that his Lordship had quitted his residence, and it was the notice of his new abode; at another, that it was, perhaps, similar to what is frequently met with, "THIS HOUSE TO LET," &c. So many thoughts entered my mind, as induced me, at the hazard of being knocked down by carriages, to cross the street, and satisfy my curiosity. None of the ideas I had formed were correct, and my surprise exceeds description. All the attempts I have subsequently made are ineffectual. For fear of errors, I copied the mysterious inscription, carefully placing it in an old pocket-book, long my empty companion. I hasten to send you the copy, the original of which is, to borrow an expression from a distinguished *Speaker* of Saint Stephen's Chapel, "as notorious as the sun at noon day."

It is as follows:—"*Whoever is found begging, here will be prosecuted.*" I cannot, at this moment, refrain exclaiming, What can this mean? Has his Lordship been importuned so much, on various subjects connected with the extensive department under his orders, as to cause it necessary, thus against his own residence, and in the public-street, to give such notice? No, no, it cannot be, he inherits too much the disposition of his noble sire, to be unwilling in attention to the applications for reward, or employment, when those things are justly due. But what interpretation can be given the concluding words, "here will be prosecuted," I candidly acknowledge my incapacity to attempt. That some explanation of this mysterious and public notice should be given, there cannot be a doubt entertained, and, it appears to me, the NAVAL CHRONICLE is the most probable source to derive it from.

TOM STARBOARD.

LETTER XXVIII.

MR. EDITOR, *Sept. 26, 1813.*

THE British Press is open to fair animadversion on the overt acts of public men; as a *Briton*, I trust, it will ever remain so; as an *honest man*, I will never use this liberty but to conscientiously point out public grievances, or public errors, as they appear to my judgment; and, in the still higher character of a *Christian*, I will never attribute malignity, or even selfishness of *motive*, when the erring judgment of man is so liable to

lead to a wrong conclusion, against motives the most pure, and intentions the most honourable.

To suspect the zeal and good intentions of men in office, merely, because their measures appear to a writer, contrary to the interests of their country, is a species of uncharitable folly, which can never enter the minds either of the wise or the virtuous. I have now, in the course of several letters, pointed out what I deem the weak points of our naval administration, placed in several points of view; and I should not at all have entered into the sometimes unfortunate selection of naval individuals (which, I think, has not unfrequently taken place), had I not *known*, that when the choice has been good, much good to the service has resulted from it; and, *vice versa*, I am much misinformed, and *very much mistaken*, if measures for which a First Lord has incurred the censure of the service, have not originated from an *ill-chosen naval adviser*, who, nevertheless, may have had as honest intentions, as if the service had really received benefit from his advice.

The personal integrity of Mr. Pitt, and his unwearied zeal, did not prevent the loud opinion of the public from reprobating some of his measures, nor could the amiable philanthropy of Mr. Fox stop the clamours of abuse against him. The thoroughly-established character of Mr. Perceval, for all that is worthy and amiable in man, did not prevent millions of people from thinking him a very mistaken minister; and thus, I have heard many respectable men, who had been in the habits of intimacy with, and who had the most friendly esteem for officers serving at the Board, for their sakes, as well as that of the service, lament their being there; not from a doubt of honest zeal and goodness of intention, but either because they were in a situation where they could not do good to a service which, being ignorant of that inability, looked up to them for patronage and support; or, because their talents were not adapted to the offices they held, and thus were too apt to love the esteem of old friends, and to facilitate evils, which they would willingly have removed, had they been allowed to do so, or known how. I should apprehend, that *Impartial* must have given my letter a merely *partial* reading, or he would perceive, that I had not only confined myself in the first instance to a fair expression of disapprobation of the *public* measures of the gentlemen in question, but had even expressed myself, in a subsequent sentence, perfectly convinced of their professional and moral worth. In fact, I have, on many occasions, carefully guarded against a possibility of mistake in this respect; and if your correspondent will really give my letters an impartial perusal, he will, at least, give me that credit. In a work like yours, Mr. Editor, a detail of all the reasons on which opinions are founded, would occupy greatly too much space, therefore it will often produce a controversy of opinion, without the full evidence of corroborating circumstances to support them. If your correspondent can, however, produce proofs, that the measures pursued, since the gentlemen he advocates came into office, have been wise and beneficial to the service, no one will more seriously rejoice than myself, or more readily own the errors of my judgment, though they have hitherto appeared correct opinions, according to the best evidence of my senses.

With respect to my suppositious argument of a *ballot* for the choice of the L. C. A. it is evident to all, who chuse to take a candid view of it, that it expresses simply, what, *I believe*, to be the opinion of naval officers in general on the subject. It is most true, Sir, that it is now *many* years since I have mixed with the busy politics, or personally heard the opinions of metropolitan orators, or even been sojourning in one of our great sea-ports; but the number of naval opinions I have the means of knowing, is by no means small; and I can truly assure you, Sir, I never have yet heard the smallest variation in those opinions. I have known many who truly esteemed officers at the Board, and who gave them every possible credit for professional skill, zeal, and integrity, yet who, as I have before said, lamented their being placed, where, either from want of power, or the peculiar kind of talent requisite for their situation, all their good qualities became nugatory. It might as well be said, that I believe not in the naval skill, heroic gallantry, and honest zeal of the Member for Westminster, because I do not think he advocates the cause of the navy with good judgment. I confess, Mr. Editor, that in the zeal of a mind, earnest on the subjects which occupy it, I am apt to intrude too much on the space of your valuable pages, and, perhaps, to give my opinions more weight, it would be right that I should delay and condense, for hitherto I have given you my uncorrected effusions as they arise, and as my health and leisure allowed—But take my criticisms on the naval portion of the Board together, and they amount to this, that, although I am clearly of opinion, that its selection has seldom been the best that could have been made (to say the least), yet that the errors I complain of, are stated to be *in general* the errors of the construction of the Board at which they act, and that with such a limited power as I believe them to possess, their *individual* means, either of extending error, or doing good, has not been great. And when I see men long in office, without any good arising from their efforts, and, on the contrary, can see, or think I see, abundance of error in their mode of governing the service they superintend, I naturally conclude, that there is either a want of power or ability. If it be the latter, and the professional men at the Board have, as at present, the character of skilful seamen and honourable men, there must then be a deficiency of that pliancy of mind which adapts some men to various situations, and of that general knowledge of human nature, so absolutely requisite to those who attempt to govern men. I delight, Sir, in all controversy which leads to the developement of *truth;* but this must arise from a discussion of *opinions*, and comparison of *facts*, not an accusation or recrimination of *motives*; and, as useful controversy can only be maintained by men, whose acquirements of science and endowments of education, place them above all rancour, either of thought or expression, I trust, I shall ever avoid even a *retort*, on the most open opponent, in language which I should scorn to use otherwise, either in writing or in speech.

And now, Sir, I turn with pleasure to your correspondent Nestor's letter in the same CHRONICLE (August). From the turn and temper of Nestor's writings, and from the soundness of his opinions on all matters on which I can pretend to judge, I have very great reliance both on his statements and

opinions on matters which have been long out of my reach of near observation

His opinion, that a board of revision may now exist, gives me real satisfaction, as I have no possible motive to induce me to expose errors, but in hope of their meeting the eye of those who are empowered to enquire into or possess the means of removing them; and I will farther hope, that sometimes the power and inclination may coincide. I cordially agree with Nestor, in believing, that both the present First Lord, and his advisers, mean and wish to act in all respects for the good of the service, as far as their knowledge of its wants extends, and their time admits; for I, also, most fully agree, in wondering how so much can be done by the present means.

I feel much flattered by some striking coincidences of opinion which have appeared in the writings of Nestor and myself, and hope he is right in his opinion, that some of the valuable suggestions which have appeared in the N. C. have been adopted.

I trust, Sir, that this long story winds up my opinion on the subject of the constitution of our B. of A.; and, as it is not long or often that I can flatter myself I shall be able to continue to offer you my opinions on any subject, I have to request, from the candour of your readers, that they may be sought for in the general tenor of my writings, and not in a partially selected sentence. Zealous in the love of my profession, ardent in my temperament, and somewhat garrulous from the ravages of time, I pretend not to have escaped from errors; but be assured, Sir, that I have been unbiassed by any selfish motive; but influenced alone by the love of my country, which I have shewn in your pages by my zeal for my profession, I have always offered to your notice the most impartial view I could take of public measures, and the state of the navy on which so much depends. I have done this, Sir, in perfect Christian charity with all the actors in those measures, whether I have applauded their wisdom or deplored their folly.

I remain, Sir, &c. A. F. Y.

P. S. I cannot pretend to judge of the number of subscribers likely to give their names to the publication of the index I proposed, but my subscription would soon follow the advertisement. I should hope, when considering the length of the naval list and commercial navy also of Britain, that 500 names would not be long collecting; as I am certain, that a volume of index would greatly enhance the value of your 30 volumes to all who possess them.

MR. EDITOR,

THE following is a narrative of all the circumstances connected with the court martial, which on 31st Dec. 1813, sat on board the Salvador del Mundo, at Plymouth, to investigate the conduct of Captain Philip Carteret, of H. M. S. Pomone, for not having, on the 21st Oct. preceding, brought an enemy's frigate to action when in sight; and which court martial was ordered to assemble by the Board of Admiralty, at Captain Carteret's own request:— S. T.

" The Pomone had encountered a heavy gale of wind in the Bay of Bis-

cay, whereby she lost her fore-yard, and her main-yard was badly sprung in two places. While repairing these damages, early on the morning of 21st Oct. last, she fell in with a ship under jury-masts, which soon proved to be a French frigate. Immediate preparations were made to attack her; and Pomone was about to do so, when another ship hove in sight (which every body on board considered to be a frigate), with a brig under a French ensign, all steering the same way with that first seen. Soon afterwards, three other ships were seen astern of these last. Nobody now doubted but that it was a French squadron. The utmost caution, therefore, was necessary, especially in Pomone's nearly disabled state. But Captain Carteret, thinking that, though a squadron, he might still keep company with them until he could get a reinforcement, resolved to get well out to windward of them, so as to observe them accurately and reconnoitre, yet not commit his safety. The disabled frigate was not quite a secondary object. The weather being remarkably hazy and deceptive rendered all things so very indistinct, that many hours were lost in reconnoitring. When the weather cleared away in the afternoon, it was discovered, that all the vessels were merchantmen, excepting the disabled French frigate, and the ship which every body had considered to be a frigate also, and which they still deemed to be such. This was her which (as before described) was with a brig under French colours; and which brig, on seeing Pomone wear to stand towards them, ran away down to the disabled frigate, as if with some message from one to the other. As the weather had now cleared away, and only that one frigate in perfect order and condition in sight, Pomone bore up to attack her. But, alas! she, too, proved, on near approach, to be a merchantman, being a large Portuguese East Indiaman from *Bengal*, which had been taken three months since by the French, retaken by some English cruisers, who carried her into Falmouth, and she was now returning to Lisbon. Grieved and mortified, at having thus let slip through his fingers, so rich a feast as the disabled French frigate, Captain Carteret went in pursuit or search of her. It was nearly sun-set, when Pomone made sail after her; the search was continued for three days and nights; on the fourth day, they fell in with a British cruiser, which informed them, that the said crippled ship had been captured, without any resistance, on the preceding day, by the Andromache!

"On arriving at Lisbon, Captain Carteret gave a detailed report, in writing, of all these circumstances, to his admiral, with which *he* was thoroughly satisfied. But wishing the Board of Admiralty to be so too, he requested the admiral to transmit it home. Some days afterwards, a letter, addressed to the admiral at Lisbon, was picked up on the Pomone's deck, which Captain Carteret immediately took to him. He read it, and gave it to Captain C. Finding it to be an anonymous letter, subscribed 'Pomone's ship's company,' asserting, that he had 'run from a French frigate,' Capt. Carteret at once asked for a court martial. That, however, could not well be granted at that moment, because all the captains there were his juniors, and Pomone was under orders to go home, where it could better take place. But Captain Carteret avowed his determination to have one, if possible, and implored his admiral to write to the Board and trans-

mit every thing home fully and openly, by the packet, that not a moment might be lost. On arriving at Plymouth, he renewed his application to the Admiralty; who, however, he afterwards found, had received every thing by the packet, and had already ordered a court martial to assemble. Accordingly, two days before the trial, Capt. C. addressed his people; told them of the pending court-martial, which himself had demanded, in consequence of that anonymous letter which none would own; and required all to come forward fairly and openly, to say the truth before the Court. He promised to guarantee them from all harm, on account of their evidence, if true. Not to be mistaken by them, he wrote an order to the above effect, and stuck it up in a conspicuous place, that all or any might come forward and subscribe their names as witnesses against him; but not a man would show himself. Therefore, he was forced to order all those whom he suspected to be most averse to him to be summoned, as well as an entire quarter of the whole ship's company taken by lot. A list of these he laid before the Court. On the 31st December, the court martial assembled, and Captain Carteret was arraigned, as usual, as the prisoner before it. Rear-admiral Byam Martin was President; Rear-admirals Pulteney, Malcolm, and Penrose, with the senior captains at the port, composed the rest of the Court. The examinations of both officers and men were as strict as possible; but not one word was said in any the remotest degree, affecting the conduct of the ship when in presence of the enemy. Captain Carteret declined making any defence; and the Court fully 'acquitted him of all blame whatever,' in not bringing to action an enemy's frigate, although in sight."—This diabolical attempt to blast his reputation, could not have happened to a man whose tried and established character was better able to stand it. His services (on *record* at the Admiralty), especially when commanding the gun-boat flotilla in the Scheldt, and when defeating Bonaparte at Boulogne, sufficiently prove his merits.

MR. EDITOR,

THE following letter, containing some account of the late Lieutenant Ashworth, of H. M. S. Centaur (who was a companion in French captivity of Captain O'Brien), may serve to add additional interest to his Narrative, which has appeared in your Chronicle, and which you appear to intend to publish in a separate pamphlet.

Lieut. Henry Ashworth, recently dangerously wounded, in the act of saving from the jaws of death, and from the barbarous hand of an implacable and inhuman enemy, the unfortunate beings who had escaped massacre at the fall of Tarragona, had himself previously endured a severe trial of his fortitude and strength of mind.

That brave and deserving young officer, had been wrecked, when a midshipman, in Feb. 1804, on board his Majesty's ship Hussar, of 38 guns, on the Saints rocks, near Brest. He, with the remainder of the crew, (one *boat* excepted) were made prisoners, and marched into the interior of France, where he remained three years. When weary of confinement, and harassed by cruelties, he attempted his escape, and got down to Estaples on the coast, but was unfortunately retaken, loaded with chains, cast into *dungeons* and subterranean prisons nearly eighteen months; when another

chance of regaining his liberty presented itself, which was, undermining the walls of the fortress of Bitche. In this daring enterprise, he, with several others, were detected, and tried by a military tribunal in the city of Metz; where he was sentenced to *fifteen years slavery in the galleys:* However, the tyrant thought proper to repeal the sentence, and our second Baron Trenck was reconducted to the fortress of Bitche, with strict injunctions to the commandant, to have him more closely confined, if possible. Notwithstanding, after a few months had expired, this persevering and intrepid young man, with three other determined naval characters, forced the doors of their dungeons, eluded the vigilance of the sentinels, and got into Germany, where a severe trial still awaited our hero: he was taken ill, and, of course, left by his companions. In this trying situation, his perseverance and magnanimity supported him. He passed for a Frenchman, (being a perfect linguist) until at length he arrived at *Trieste*, got on board H. M. S. L'Unite, and from thence went to England, where he was promoted to the rank of lieutenant.—I remain, Sir, your humble servant,

TIM. WEATHERSIDE.

MR. EDITOR,

OBSERVING in a newspaper of Nov. 9, that a French Astronomer lays claim to a new discovery of a white shining spot on the southern pole of the planet Mars, with his conjecture, that it was a mass of ice or snow in winter, and disappeared, by melting, in summer; it is but justice to say, that our Dr. Herschel published, in the 74th volume of the *Philosophical Transactions*, more than twenty years ago, an account of the white appearances on both poles of Mars, with his remarks, as follow:—"If we find, that the globe which we inhabit has its polar regions covered with ice and snow, we may well be permitted to surmise that the same causes may have the same effect on the globe of Mars; that the bright spots are occasioned by the vivid reflection of light from frozen regions, and that the reduction in size of those spots is to be ascribed to their being exposed to the Sun, and melted by it in summer."—The whole paper is too long to be inserted in your CHRONICLE; but I must call your attention to the modest terms in which the British Astronomer announced his opinions, so many years since, which are now brought forward by Monsieur Desaigues, as new discoveries of his own.—I am, Sir, your most obedient servant,

TRUTH.

MR. EDITOR,

AS the Nelson, now on the stocks in his Majesty's Yard at Woolwich, is considered by judges of naval architecture to be one of the best-finished ships in his Majesty's Navy, I inclose, for your information, her dimensions. Her figure-head represents the immortal Nelson.

NELSON—120 Guns.	ft.	in.
Length from the forepart of the Figure to the aft-part of the Tafrail	244	0
Length on the Gun-deck	205	0
Keel for Tonnage	170	10½
Extreme Breadth	53	6
Depth in Hold	24	0
Burthen in Tons	2601	4-94

October 27, 1813. J. T.

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from Vol. XXX. page 331.]

BULLETIN THE TWELFTH.

DECEMBER, 1807.—I inquired of my companions, if they were never permitted to breathe the fresh air? They informed me, they never had enjoyed that indulgence. It appeared to me an impossibility to exist many days without, and I thought it would be advisable to solicit that indulgence by a joint letter to the commandant, stating our situation. At the same time requesting, if it was his intention to deprive us of health, and to cause us to linger away by degrees, instant privation of life.

This application had the desired effect, and we were permitted to breathe the air every day, between the hours of eleven and one: but no intreaty whatever could procure us any more cleanliness. We were worse than hogs, literally.

We therefore again began to devise and meditate upon plans for escaping. One proposed undermining the dungeon; I saw no prospect whatever of succeeding in this point: I, however, was willing to try every means to regain my liberty. Hammers and chissels with great difficulty were procured, and we carried them always about us, as the dungeon was ransacked every day in our absence. We hung an old coat up against that part of the rock which we intended to commence upon. Rope was necessary to descend the ramparts with, get out of the dungeon how we could. We accordingly got some friends, who obtained permission to come and see us, to purchase some stout linen for shirts (which we really much wanted); and from the shoemakers amongst the prisoners, we got, now and then, a ball of twine. We procured needles, bees-wax, &c. by degrees, and made a rope of four or five fathom for each; which we marled with the remainder of the twine, and passed tight round our bodies underneath the shirt. Our working time was immediately on being locked up, after breathing the air. Night would not do; as it would be necessary to have candlelight, and we might have been seen through the bars by our sentinels.

(1807). The undermining business was found impracticable; consequently dropped. Having a rope, we flattered ourselves we might, some day, while out, be able to elude the vigilance of the sentinels, and scale the walls: however, it was a thing difficult to be accomplished; and, after being liberated from the dungeon, we were in hopes to have an opportunity of using it, if not before. These ideas were very consoling to us; the hopes of once more getting out of their clutches was cherished by each of us, and we entertained each other with the pleasant sensations occasioned by such hopes—the direction we should next take, and how we should act in case of being again enlarged, &c. were our constant conversation.

On Christmas Night, we were reflecting on our miseries, nothing to

soothe them. The pleasure and enjoyment common in our country on this night frequently occurred to me: at length I got weary, and fell asleep. I was, in a short time, roused by my companions, and dragged from where I lay, into a corner of the cell. Upon enquiry, it was in consequence of the sentinel, who, it appeared, had burnt priming through the bars at Mr. Worth, and had snapped his piece again before I was apprized of it: which, if it had gone off, must have passed through my body, as I was point blank opposite to the hole. He desired Mr. Worth to put his candle out, who refused; and this scoundrel (perhaps intoxicated), without saying a word more, took the above-mentioned method of enforcing his orders. We were placed out of his power at present, and the candle was still burning; he begging one of us would put it out, his musket levelled the whole time at the candle. We knew the principles of such rascals better, and kept out of his way. At midnight, he was relieved; we made known his conduct to the corporal of the guard, who rebuked him, and gave us permission to keep our candle burning.

We determined to report this fellow the next day, and endeavoured to compose ourselves for the night; grateful to Divine Providence for this hair-breadth escape.

Accordingly, during the time we were out, I made the affair known to the Marèchal de logis, who was second in command. I observed to him the inhumanity of this wretch, wishing to deprive poor prisoners of war of their lives, (who were placed already in the most horrible state imaginable), for having an inch of candle a-light on Christmas night. He replied with a vast deal of *sang froid*—"*But his piece did not go off, none of you were hurt, and where is the use of taking any more notice of it?*"----------

(*January.* 1808). In a month, we were transported from the Dungeon to a Souterrain, where Messrs. Tuthill and Ashworth, with fifty of our countrymen were. Here I remained four months, planning and scheming every thing possible to effect my escape; but in vain: I, however, wore the rope constantly round me; but the guards were so watchful, I had very little hopes of being able to make the proper use of it.

I remained in this place nearly four months; at the expiration of which the commandant had the kindness to allow me to go up into a room, where there were already twelve more. This indulgence he had the courtesy to say, was in consequence of my good conduct. Messrs. Tuthill, Ashworth, and Brine, were of the number. I was much pleased at this circumstance; the latter wore his rope as I did, and was the only person of the party, then in the room, who knew I had one. We became daily more intimate from this confidence in one another. After a vast number of fruitless endeavours, on the 17th of August 1808, the term of our slavery appeared to be drawing to a conclusion; I was told in confidence by one of the seamen, that a party had thoughts about breaking out that night from the Souterrain. He was one, and informed me who the principal people were. I began to regret being out of the cave at this moment. However, I imagined there was a probability of getting down amongst them for the night. I accordingly waited on the heads of the party, and requested they would have the goodness to allow me to visit them that evening without intimating my mo-

tive. They stared; and it immediately struck them, that I had a knowledge of their project: I, therefore, did not hesitate telling them. They assured me they could not permit my coming among them, as it had been already fixed, that none of those upstairs were to be admitted: their reason was, they supposed it would cause suspicion, as it would be necessary to obtain the Marèchal de logis's leave, before any of us could get below. I felt greatly mortified at their resolution; they were locked down at the usual hour (six o'clock), and I told them at parting, that I had still hopes of spending the evening amongst them: after they were locked down, the Marèchal de logis generally quitted the fort for some time, and, of course, they deemed it impossible to go down without his sanction.

I watched until I saw him go out of the fort, which was about half-past six: at seven* we were to be locked up in the room. I, therefore, lost no time—went instantly to the gend'arme, or guard, told him, I was invited to celebrate the anniversary of a friend's birth night in the Souterrain, and that he would oblige me greatly by allowing me to descend. He hesitated; but, when I observed—*what apprehensions could he be under? was I not more secure below than up stairs?* he granted it. Messrs. T. A. and B. I apprized of the business, they insisted, also, upon going to celebrate the birth night. I was afraid that their applying would cause suspicion, and prevent even my being allowed: however, it did not; and they made use of the same stratagem, and obtained leave. The noise which was made to prevent the working of saws, chissels, and other tools, being heard, convinced me they had already commenced their operations. Some were singing, others shouting, and dancing, &c. Before seven, we were amongst them, having taken a few necessaries with us for the night, which were not to be observed, in our pockets. They received us with open arms, and admired our perseverance. I found they were getting on rapidly; the miners were very active—one door was already forced; the second door was an immense iron one; it was impossible to break through it; the miners worked away the earth and rock under it. It was half-past ten before we got a hole large enough for a small man to creep through, which enabled him to force the bolts and bars at the opposite side, and open the door. The principle obstacles were now removed in every one's opinion, and there remained but two slight doors more to impede our advancing to a subterraneous passage that led out of the fort. This was a very intricate passage, and we had to feel for our way to the next doors, as it was dangerous to have candlelight. How valuable would a dark-lanthorn have been at that moment! every body, except the few that were appointed to force the doors, were preparing for their march. It was now nearly midnight. The over-eagerness in forcing the third door, shot the bolt back, which caused a noise, and alarmed the sentinels out-side. This occasioned the general alarm to be instantly beat—all hopes were at an end. *What unfortunate wretches we are!* were the only words that could be heard; every body endeavouring to get to his respective place before the guards entered. Those who were all over dirt, trying to strip and hide their clothes; the confusion

* In summer they allowed us to remain until seven.

was great in all parts; running against one another, mistaking each others' beds, &c. The visitors were, of all others, worst off: their friends, whom they came to spend the evening with, had no beds to offer them. The doors were now opening, the guards entering, and I was all over dirt, rambling about, without being able to find any place to creep to. By accident, I tumbled over a bed: I immediately crawled under the blankets, boots and every thing on. The guards passed close by me, in going to the spot whence they conjectured they heard the noise. Every thing was silent, and you would have supposed every body in a sound sleep, some snoring. By the guard's light, after they had passed, I discovered I was in a servant's bed: the fellow was quite intoxicated, and I was some time before I could make him understand who I was, and what brought me to partake of his bed: however, this done, he desired me to cover myself over, and assisted as well as he could. It appeared he had gone to bed with an idea of getting sober by the time we should be ready to be off. On discovering the first door opened, the commanding officer observed, with a sneer, that he would give them weeks to get through the next, meaning the iron one; but on advancing a few paces, one of the guards attested, with an horrid oath, that the second was also opened. This made the officer swear vehemently at the *sacres coquins*, to find out the chiefs of this horrible conspiracy! "Where are those visitors," cried he, "who, I understand, prevailed on the gendarme to be admitted down; they must be the heads of this business?" They then called over the names of Tuthill, Ashworth, and O'Brien: the two former answered, who were stripped, and, by this time, in bed, with some others: however, this did not protect them; they were desired to put on their clothes instantly, and ordered to be conducted to my former habitation, the dungeon. They again repeated my name; Mr. Brine, through mistake, answered: he was immediately ordered to join the other two. I remained close covered, and the servant sat up in the bed, and declared (when they were advancing towards him), that there was only himself in his bed. This they took for granted, and passed to the next. I saw no prospect whatever of escaping from being discovered (as they were certain of my being below); and I was frequently on the point of jumping up and joining my comrades, who were now marching out for the dungeon. The servant (though intoxicated) observed it would be time enough to join that party, when I was discovered, and I ought to wait patiently the result. I found a good deal of reason in what the fellow said, and remained quiet. There were three or four more ringleaders (as they called them) discovered by the clay and stuff found about their garments; and the whole were escorted to the dungeon. The doors were again locked; having placed sentinels on those that had been broke open. I expected that the guards would return to search for another set of ringleaders, and I remained full of anxiety waiting for them. In the mean time, I was of opinion it would be as well to have my boots and clothes off also: accordingly stripped, and concealed those that were full of earth and dirt in different parts of the Souterrain. Some time elapsed, and n return of the guards. I composed myself as well as I could; my bedfellow left me full possession, and I fell into a profound sleep.

January, 1808. When I awoke it was daylight. The usual hour for allowing the prisoners to breathe the fresh air arrived : but the doors were not opened ; and they were informed that they would be kept locked down, until they thought proper to deliver up the names of all those who had intended to desert on the preceding night. The prisoners laughed at such a proposition : there was nothing more certain, than that all those who were at all capable of walking, would have embraced so excellent an opportunity of regaining their liberty. On second consideration, it was agreed to mention only those already in the dungeon, as they were certain of punishment. The commandant would not credit this assertion, and the Souterrain was kept locked. At all events, I was now certain of being missed from my room, as there was no possibility of getting up. At 11 o'clock they generally mustered—the gendarme who gave us permission was also confined : it appeared that he did not give the correct names in the beginning, and he had not been interrogated particularly afterwards ; which accounted for the mistake between my name and Mr. Brine's.—However, the moment (which left no hope of avoiding detection), was approaching fast. The commandant, and all the other officers of the fortress, descended about 9, to see the havoc that had been made the night before. They were all astonished—how could we make so much progress in so short a time, and with so few tools ? having found only an old piece of saw, a hammer, and a couple of old chissels. I had a great deal of difficulty to avoid them while below ; but effected it, although it appeared of little consequence ; as I imagined eleven o'clock would decide my fate.

At about ten, a waggon of wood came for the prisoners ; permission was then asked to have the doors opened, that they might come up for it. This was denied, and the prisoners in the rooms were ordered to throw the billets down through the bars of the air holes ; but, fortunately for me, it was too large, and they were compelled to open the Souterrain, and allow a certain number up to take it down, a strict guard being first placed on the door. I got a shift of clean things conveyed to me, and concerted a plan with one of those who was bringing the wood down : he was to make a particular sign when the guards' eyes were off the door ; which he did, and I that instant jumped out. The sentinels seized me, and desired I would descend again. I asked, why they had just that moment before permitted me to pass them, and go down? that I did not belong to the Souterrain—went merely through curiosity to see what the prisoners had been about the last night, and reminded them (who had been in the habit of mustering the room I belonged to) of the mistake they were making : they were convinced, and supposed they had actually let me pass a few minutes before ; begged my pardon, and suffered me to return to my apartment, where I was in a few seconds indisposed, and snug in bed.

There was no danger of being now discovered, until the gendarme who gave us permission was liberated. In the afternoon I obtained leave to go to the dungeon, to see my poor comrades, and condole with them : they were very much rejoiced at my good fortune, but feared it would soon be found out. Eight days passed on—I frequently paid those poor fellows a visit during the time : the gendarme was then released, and I was obliged

to keep constantly in the room, when he was on duty; and when he came to muster us, I was covered over in bed: they never call over the names—to count heads is their method, which suited me admirably. Five more days had passed away in a similar manner, when we received orders to prepare for a general review, which usually takes place once a month. We were all placed in ranks, and minutely inspected: it appeared to my friends, and myself, that I could not avoid discovery on this day, as all the gendarmes attend. There is no exception, or excuse of sickness, to be made, if a prisoner is able to crawl, he must attend, and frequently they are carried. I took my station in the ranks, expecting in a few minutes to be lodged with my old companions in limbo.

The gendarme whom I had so long avoided, rivetted his eyes upon me. I received information, that he was going to make known to the commandant, or general, that I had importuned him more than the others, and was the person who prevailed on him to let any down. He was astonished at seeing me, having been informed that I was in the dungeon. Shortly afterwards he passed me, and I saw him go and speak to the above-mentioned officers. I was now confident he had completed the business. The review took place; every one was inspected, and some asked several questions. I was passed over with very little notice—I could not account for it—and was of opinion, they would have said something on the subject, had they been made acquainted with it. We were all dismissed, and the officers retired.

I was confounded at my additional success, yet feared there was something brewing.

Walking to and fro in a kind of dilemma, I was accosted by the gendarme in nearly these words:—"By what miracle have you escaped the dungeon? and how did you get up out of the Souterrain? I have seen you walking about some days, although, perhaps, you did not see me."—"Pray, Sir, why should I be put in the dungeon?"—"My God!" exclaimed he, "were you not the person who was chiefly the occasion of my letting the other three and you down to visit your friends, as you called it?"—"You must certainly make a mistake, it was not me."—He replied, he was certain it was me; but added, it would afford him no satisfaction to have me punished—his own punishment was over. It had been his intention to tell the general and commandant; but his wife had persuaded him not to do it. I assured him that he would lose nothing by what he had suffered. I knew the disposition of the gentlemen on whose account he was confined. The fellow laughed—we became good friends, and he took me to the dungeon that afternoon to see my companions. Nothing could astonish them more than my appearing with this fellow, whom they imagined it impossible to appease, or to prevent from reporting me.—I gave them the history, and they congratulated me, observing, that I was very fortunate.

(To be continued.)

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

RUSSIA.

THE following is one of the two contributions from Captain Krusenstern, acknowledged at page 489 of the last (xxxth) volume :—

A New Guide for the Navigation of the Gulf of Finland. By Captain LEONTEY SPAFARIEFF, *of his Russian Imperial Majesty's Navy. Translated into English by Captain* KRUSENSTERN. St. Petersburg, 1813. Imprimatur, *Jatzenkoff* Censor. An. 1813. d. 4. August. Petropoli.

CERTIFICATE.

This is to certify, that the College of Admiralty, having examined the charts and draughts of the Light-houses, that have in the gulf of Riga and Finland been partly built anew, partly rebuilt, by Chevalier Spafarieff, captain of the first rank in his Imperial Majesty's Navy, and director of the Light-houses in the Baltic, has found them perfectly correct. In consequence of which, the College of Admiralty, by an Ukase of his Imperial Majesty, does not only sanction the changes made by Captain Spafarieff, but, considering the publication of his charts, draughts, and the description of them very useful to all those who visit the Baltic, with the approbation of his Excellency the Minister of Marine, Admiral and Chevalier Marquis de Traverse, grants to Captain Spafarieff the privilege to publish the above mentioned charts in any language he pleases, and whatever benefit may arise from the sale of these charts, is solely to be reserved for Captain Spafarieff, as a well-deserved reward for his unremitting zeal and his distinguished abilities in this department ; Captain Spafarieff being, besides, the first who has introduced in Russia the present more perfect system of illuminating Light-houses.

St. Petersburg, 14 *July*, 1813.

(Signed.) Vice-Admiral & Chevalier KARTZOFF.
(L. S.) Vice-Admiral & Chevalier KOLOROLTZOFF.
Vice-Admiral & Chevalier SARITCHEFF.
Vice-Admiral & Chevalier MESOEDOFF.

(Counter signed :) Director of the chancery of the fafte class and Chevalier IEVANOFF.

*Remarks on the Circles, made on the Charts around the Light-houses, in order to facilitate the Navigation of the Baltic by Night.**

Previous to the publication of these brief directions, relative to the night navigation in the Baltic, I have endeavoured to ascertain, by my own ex-

* The original of this small tract is accompanied with a chart, particularly adapted to the navigation by night, with all necessary explanation, derived from experience and actual observations.

perience, the utility of the changes that have been made within these last ten years, respecting the Light-houses. They are all marked on the charts, accompanying these directions, from the coast of Courland to Cronstadt, with the addition, upon a large scale, of the islands on which they are built, and all the anchoring places of the south shore, with the entrances into them.

On these charts are marked likewise the distances from whence the light-houses are seen, at the height of 15 feet above the surface of the water, and what part of the horizon is enlightened by them, which is very essential to know, as some lights remain concealed, merely, for the sake of shewing the navigator the deviation from his real course, or his approach to the shoals in the vicinity of the lights. As to the circles drawn on the charts around all the light-houses, for shewing at what distance they are to be seen, no great reliance is to be placed on them at all times, as a change in the state of the atmosphere will give a very different result, and may lead him, who is not aware of this circumstance, into error. The line of horizon is frequently, as I myself have found it by experience, particularly when the wind blows from the east, very badly defined, even when the sky is clearest, and a light will, at the same distance, appear at one time sooner than at another, owing to the well known effect of refraction, which, however, operates more powerfully on open lights, than on those that are inclosed. I have farther added a compass on the charts at every light-house, which may be of some use, particularly to ships beating in a narrow space to windward, and entering in the night time into some anchoring place, that may be situated close to the light-houses.

The west coast of the island of Ezel has always been considered as one of the most dangerous parts of the Baltic; frequently it has proved disastrous to ships that were bound to the Gulf of Finland or to the Bay of Riga, and had been kept for a while by contrary winds between the islands of Gotland and Ezel; in such a case, a ship has no means to ascertain her true place, except that of dead reckoning, on which very little dependence is to be placed, owing to the irregular currents, out of the Gulf of Bothnia and Riga bay, setting ships coming from the west to the north, and those coming from the east to the south of their reckoning; in either case they are driven towards the dangerous shoals and reefs that surround the west coast of Ezel. Between Dagerort and the south point of Ezel, there was formerly not one light-house to guide the navigator in a dark night, particularly to guard him against that low spit of land called Horriland, or Svalferort, running out into the sea at a great distance, and on which almost every year ships have perished. It has frequently been the case, that ships bound to Riga Bay, and being set by the currents to the north, have, in hazy weather, mistaken the woods on the south point of Ezel for the coast of Courland, and the woods on the headland of Gourla and Carale for the south point of Ezel; thus supposing themselves to be in the fair way into the bay, they have run right upon the low land that lies between these points. Formerly there was indeed a light-house on the south point of Ezel, to lead ships into the bay of Riga, but it being only 50 feet

above the surface of the water, it could not be seen at a great distance, and as to ships from the west sailing up the Gulf, it was to them of no use whatever. Considering then, that the safety of the navigation of the Baltic was not sufficiently provided for, government determined upon the following changes, which now are all executed.

The light-house on the south point of Ezel, called the Zirlick light, has been built up to the height of 110 feet. It consists now of two lights; the upper one enlightens the whole of the horizon towards the sea, the lower one, at its old height of 50 feet, is arranged in such a manner, that vessels coming from the west will see its bearing S.W. by compass, and those coming from the east, S. The reason for lighting it in this way is, that a ship may know by it her distance from the coast of Courland, and from the shoals lying to S.W. of the Island of Ezel; the distance at which these lights may be seen, being marked on the chart, according to their respective elevation, you may now, even in the darkest night, keep on your course without the least danger. When you are sailing into Riga Bay, you have to take care, that the angle between the two Domessness lights, which you will see to the eastward, always should increase; if the contrary happens, you are nearing fast the coast of Courland, for the two lights are placed along the shore, and when they are in one, they are also on with a shoal, that stretches to the north-east of the coast.

The light-house on the Island of Runo has been heightened from 40 to 80 feet, but its place has not been altered.

An entire new light-house has been built on the west side of the Island of Filzand. As it stands half way between the light-houses of Dagerort and Zirlick, it was of the greatest consequence, to distinguish its light in a striking manner, from the light of Zirlick particularly. It consists of two lights one above the other; the upper one at the height of 110 feet is a revolving light, performing its revolution in a minute's time, coming forth every half minute, and being eclipsed the other half. The height of the lower light is 86 feet; it is also a revolving one, enlightening one part only of the horizon towards the sea, as indicated on the chart. You will see it, after having run 1½ mile from the time the upper light was seen. In clear weather, both lights being in sight from a ship's deck (about 15 feet high) you may estimate yourself at the distance of 15 miles from the shore. Thus the west coast of Ezel, notwithstanding its many dangers, and the uncertainty of your dead reckoning, may (with the assistance of these different lights) be safely approached even in the darkest night. The light-house on the Island of Filzand will be equally of use in the day-time, it being, on account of its high tower, an excellent turning mark, and easily distinguished from the tower of the Zirlick light-house, by a black painted band, encircling the whole of the tower, at that part where the lower fire is burning; it has, besides, two wings, which will easily be perceived by all ships at sea.

It is the intention of government to build a light-house on the north point of the Island of Nargin, and lest it should be mistaken for either one of the neighbouring lights of Surop and Packerort, its light will be like that of Filzand, a revolving one. This new light-house will in many respects

be of the greatest utility to the navigation of the Gulf of Finland. 1. The north point of Nargin projecting farther out into the sea, than any other on the east side of the Gulf, and the breadth of the fair way being very narrow about this place, it is in dark tempestuous weather a very dangerous point to pass, and many a ship has been lost upon it. 2. Ships coming from the Gulf, and bound to the Bay of Reval, will know by it how to steer for the light of Catharinenthal, and for those that are bound to the westward, it will warn them, not to come too near the Reval Stone, which is a very dangerous rock. This light-house is not to be higher than 40 feet, for the following reasons: a ship coming from the eastward, after having passed the Koschkar light, but still in sight, and perceiving the Nargin light from her deck (allowing it to be 15 feet above the surface of the water), will then not only know her distance from the Revel Stone to be 2½ miles, but that she is at the same time on the meridian of the Devil's eye. Thus, having both lights in sight, she may continue her course without the least apprehension of all those dangerous shoals, that lie between the Islands of Koschkar and Nargin.

In order to enable ships to sail out and into the Bay of Reval in the night time, a light-house has been erected near the barracks on the Catharinenthal hill. It is placed in such a manner, that the light of it is only seen when coming up between the reef of the north end of the Island of Wolf, and a shoal with 18 feet water upon it, that lies to the east of Nargin. Ships coming from the east, and intending to run up the bay in the night, have to observe the following rules:

Coming down with a fair wind, the Koschkar light will direct you to run between the shoals of Reval Stone and the Devil's eye; after having passed the latter to the westward, you have to alter your course to S.W. which leads you clear of the reef to the north of the Wolf; taking, however, good care, not to bring the Koschkar light to bear to the north of E. ¼ N. otherwise you run the risk of coming too near the Wolf. Continue this course, till you perceive the light of Catharinenthal hill, which, as has been mentioned above, enlightens no more than the angle of the fair way, between the 18 feet shoal and the Wolf reef. Ships coming from the east, will see the Catharinenthal light by compass S. 2° E.; at S. 15° E. it is seen no more. When it bears S. 8° E. the light is brightest; you are then in the middle of the fair way, and you continue this course, till you come to an anchor in the road. There is no fear of taking another fire in the vicinity of the town for the Catharinenthal light, because 5 reflectors are placed perpendicular to the point of bearing (*viz.* S. 8° E.) which throw all their light right into the direction of the fair way, viz. S. 2° E. to S. 15° E.; farther no light is to be seen. In the year 1806, when the first trial of this light was made, some officers of the navy seemed to doubt of its answering the intended purpose, although upon mathematical principles it was to be demonstrated, that it could not fail; it was therefore repeatedly submitted to the test of experiment. It is now proved beyond any farther doubt, that a ship may not only sail into the bay with a fair wind, but may, without the least danger, with a foul wind, beat into the bay. The elevation of this light-house above the surface of the sea is 135 feet.

Remarks on the Light-house upon the high land of Surop.

A ship from the east and bound to the Bay of Reval, will, on its approach towards the Wolf Island, perceive the Surop light bearing S. W. and S.W. b. W. but hauling up to the southward it shuts itself. The reason of it is, that on the Island of Nargin, there is in that line of bearing, between the thick wood, with which the Island is almost totally covered, some places cut out purposely, and low bushes, over which the Surop light is distinctly seen. Ships that sail with a S.E. wind in the night time into the Bay of Reval, ought to be aware of this circumstance; for their seeing the Surop light does not denote that the flags of the Nargin shoals are under their lee, but that they are only abreast of them.

On the Island of Eckholm, opposite the Bay of Monwick, there has been built a new light-house, bearing the name of this bay, for the purpose of enabling ships to run in the night-time into the Bays of Papenwick, Casparwick, and Monwick. Particularly into that of Monwick, where ships frequently take shelter in bad weather, and where good anchoring ground is to be found. It is, besides, of great use, to take a safe course from Koschkar to Hogland; for provided you do not lose sight of it, you have, even with a southerly wind, nothing to apprehend from the dangerous shoals of Kalbo Ground; it is equally useful for ships going up to Narwa, by warning them against the dangers of the shoals of Calko-Ground. The elevation of this light-house above the surface of the water is 75 feet.

Narva light-house stands at the mouth of the river Narova, on the right bank of that river; although the commerce of that place is not extensive, yet as vessels frequently arrive here in the night time, the building of a light-house has been thought necessary, particularly on account of ships that load here with timber. The mouth of the river being very shoal, they are obliged to lay off at a great distance from the shore, and boats going to and coming from these ships, have, for want of a light, frequently been lost, with their crews.

The foul grounds of Lavensaar Island were esteemed very dangerous for large men of war, and squadrons, that had to beat up or down with a foul wind; to lessen these dangers, a new light-house has been built upon the Island of Summers, and as this island lies half way between the Islands of Seskar and Hogland, ships are now led from one light to the other.

Seskar light-house stood formerly on the N. E. point of the island. According to the advice of Admiral Saritscheff, it has been pulled down, and a new one built on the N.W. point. The new light-house is 40 feet higher than the old one, which was only 45 feet high.

Talbeacon light-house has likewise been rebuilt on its old place; its elevation, like that of Seskar light-house, is 85 feet; if, therefore, a ship sees neither of these light-houses, she must be half way between them, and clear of the Diamond stones.

To ensure the safety of the passage between Talbeacon light-house and the London Chest, there has been placed a floating light upon the north point of that shoal, consisting of three lights in a triangular form, which may be seen at the distance of 4 miles, but, as in some years the frost

sets in so early as the latter end of October, these floating lights are taken off the $\frac{10}{22}$ of October.

Merchant vessels going up to Cronstadt in the night-time, have strictly to observe, that they are not to pass the guard ship, but come to anchor close to her. The guard-ship, which is always a frigate, lies, in general, at anchor in the fair way, about 3 or 4 miles from Cronstadt, and carries at all times a light in the main-top. On the fortress called the Rees bank are two lights, one above the other.

New Regulations respecting the Light-houses in the Baltic.

1. All the light-houses in the Baltic are under the immediate inspection of a director, appointed by the minister of the marine.

2. They are all lighted by reflectors.

3. The lighting of them commences early in the spring, as soon as the navigation is open, and continues till the latter end of May. It recommences the $\frac{1}{13}$ of July, and is continued till the navigation ceases. It happens, however, sometimes, that the western ports, such as Reval and Port Baltic, are all the winter free from ice; it has, therefore, been determined, to light the light-houses to the westward of Reval, throughout the whole winter.

4. In case of any unfortunate accident in the vicinity of a light-house, the master of a ship has a right to demand every assistance; the officer at the light-house is, in obedience to his instructions, bound to exert himself as much as possible, to afford the assistance required.

5. Masters of ships, on their arrival in port, are requested to complain, when they have observed some neglect or other at the light-houses; for instance, if the light is not bright enough, if it is lighted too late in the evening, or put out too early in the morning, they must, in that case, be very exact, in assigning not only the day of the month, but also the hour of the day, and the cause of their complaint, in order to compare their dates with the journal kept on each light-house; an inquiry will immediately be made, and the punishment be very severe, particularly when it is proved, that in cases of shipwrecks the officers of the light-houses have been neglectful of their duty.

Now that light-houses have been built on all dangerous places in so great a number, that as soon as one disappears, the other heaves in sight, those lights again, which are at rather near a distance, being clearly distinguished from each other, either by revolving or double lights, it is to be hoped, that the navigation of the Baltic, particularly that of the Gulf of Finland, by far the most dangerous of any known sea, will be found now perfectly safe even in the latest season.

Postscript.—The translator not being an Englishman, he requests, that should some parts of these directions not appear very distinct, any observations hereon may be transmitted to Mr. Booker, the English Consul in Cronstadt, for the sake of farther elucidation.

ASIA.

BAY OF BENGAL.

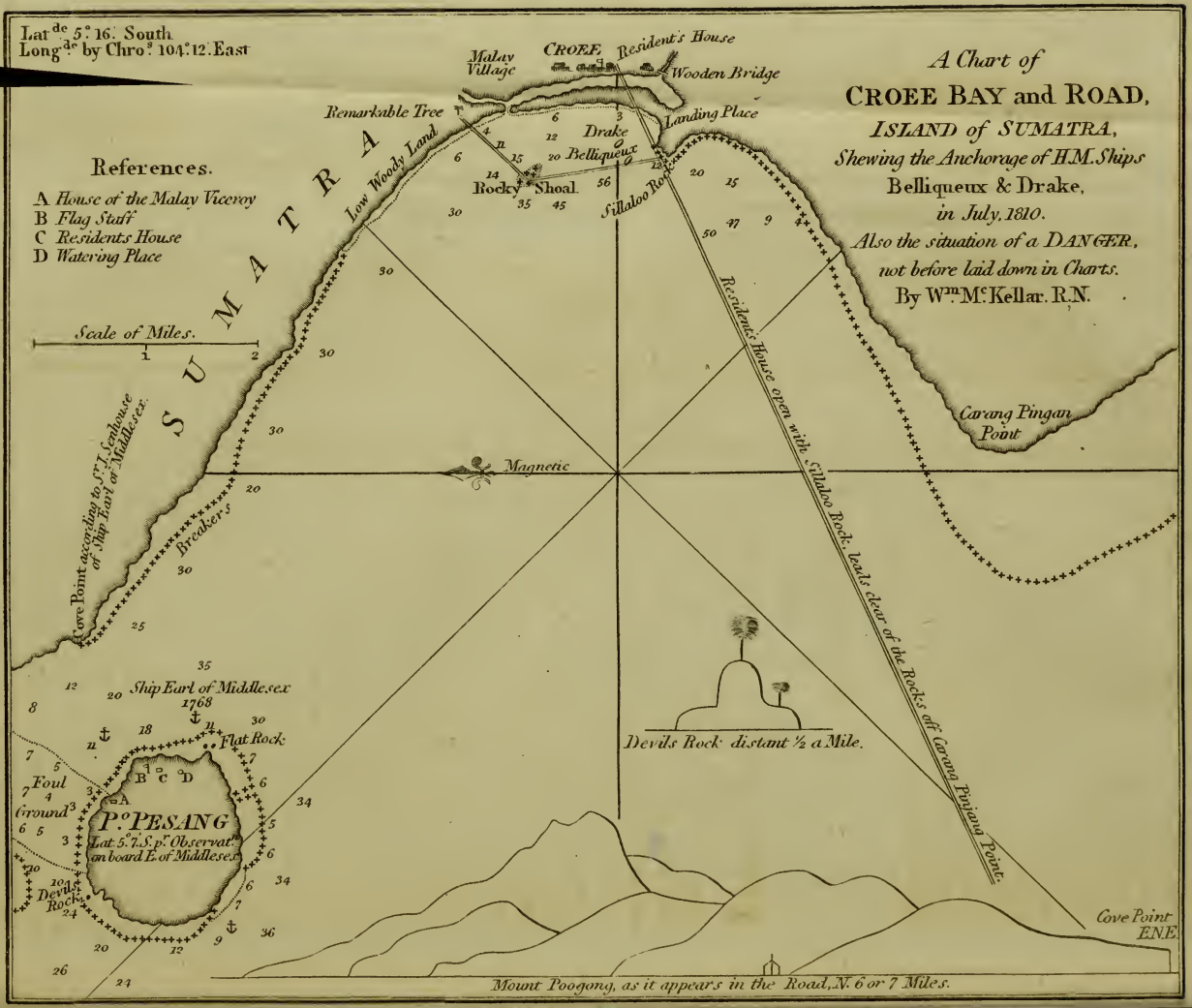
CHEDUBA.

* On the eve of 13th November, 1808, gained soundings in 55 fathoms, and gradually decreased our water to 35 fathoms, with a bottom of soft blue mud; when we hove-to, fearing the Terribles. At day-light saw land (but nothing of the Terribles), which proved to be Cheduba; though at first we thought it the Terribles, by its making so low: kept standing-in towards the coast of Ava, and at noon made the most northern rock of Cheduba to be in latitude 18° 56′ 30″ N. by a very good meridian altitude of ⊙. Saw nothing of Captain Heywood's rock, lying in 18° 58′ N. and 93° 16′ E. On our nearer approach to the coast of Arracan, we perceived the flat table-land mentioned by Captain H. and it is a capital mark to lead in. At 7h. 30m. anchored in 8 fathoms, better than half-way over from the Cheduba coast; at day-light weighed, and found the shoal of Cheduba to stretch a considerable way farther off shore than has been mentioned by any who have visited this port, and I strongly recommend keeping the Arracan shore close on board, being convinced the Cheduba shoal runs more than ⅔ way over off the eastern extremity of the island: by combining all the information I have by me with my own observations, I am confident these remarks will be found correct, and the passage easy of access. At noon anchored in latitude 18° 53′ 4″ N. longitude by chronometer (the mean of three sights), 93° 40′ 30″ E. and by ⊙ ☾ 93° 46′ E. Sent an officer on shore under French colours, understanding the Chedubians were partial to that nation. Captain H.'s directions for standing to an anchorage we find to be very good; but it is recommendable to keep a careful look-out for the Sugar-loaf, as there are many hills of similar shape along this coast, nor did we find out the hummock so particularized until we came-to. When Round isle bears S. then you will be abreast of the Sugar-loaf, and may steer for your anchorage, 3 miles from Cheduba river, bearing W. b. N. The Sugar-loaf and Round isle bear one from the other, S. b. W. ½ W. and N. b. E. ½ E. I think my anchorage to be the best in the road-*stead*;† but would not advise any ship of war to come nearer the Cheduba side, as we touched at low water. At the return of our cutter we received the acceptable information, that the Rajah would supply refreshments, but first wished to see me: on which, learning that every thing was to be obtained by presents, I took half a barrel of powder and a sword

* These remarks are extracted from the same MS. book which was placed in our hands by the late Captain of H.M.S. Belliqueux, and from which so much valuable matter has been lately transferred to the N. C. But that officer's individual observations appear to close with our last preceding hydrographical article of Rodrigues; and the present gleaning from that collection evidently has been the contribution thereunto of some other commander.—(Hydr.)

† A technical or grammatical definition of the precise meaning attached to this synonym is requested from any of the correspondents or readers of the N. C.—(Hydr.)

with me on shore. I found this Rajah to be a crafty man, who would furnish nothing until we should come to a preliminary agreement respecting water, which he would not let us have under 2 dollars a ton: apprehension of danger to the health of my people, from the excessive heat, made me agree to this proposal; but finding on the 17th that no boats came off for our casks, I determined to enforce performance of the contract, and accordingly proceeded with all boats manned and armed. On our landing with a party of marines and pikemen, the natives assembled in great numbers, not less than a couple of thousand, under arms, such as rusty muskets, rude swords, spears, bows and arrows; at the exercise of the latter they are very expert, and employ poisoned arrows. After much altercation, they agreed to send off water at the price stipulated, but required two hostages, which I complied with. Next morning the water came off, and I received a letter from the officers left on shore, stating, that they were detained prisoners at the fort. On the 19th, I was about to seek the release of my officers by force of arms, when I understood a new Rajah had arrived, that he immediately enlarged my officers, and gave permission for the public to trade with us: on this I went on shore, with two brass musketoons as a present for the new magistrate, and obtained every refreshment at a low rate, that is to say: 16 fowls or 18 ducks for a dollar, a goat and 2 fine kids at the same price, yams, plantains, and oranges in plenty; 3 boat-loads of wood for 10 dollars, and all sent off by the venders. Having gained a good footing with the new Rajah, I went to the interior country, and found the island to be a fine country, with abundance of the best cattle I have seen in India, much game of all kinds, and no doubt spars might be obtained. It is against the sovereign (of Ava)'s commands to sell cattle; but by having the Rajah for my guest on board, and their great confidence in us, had I impressed my desire we might have gotten them at 2 dollars a-head: I, however, deferred doing so, as the Rajah told me, that clandestine dealings might expose his very head to risk, and that he would write to the king for the needful assent, so that I doubt not we or any succeeding English ships would be permitted to make such purchases. The island is governed in chief by a temporary Rajah, such as I have described, and also by a native permanent Rajah: but it should seem as if neither could act but in concert with the other. The one from Ava is deputed every three years, the other is an hereditary chieftain, and consequently has more influence over the natives. But, after all, my advice is, not to trust this people, nor commit yourself in their power; for if once they deem you defenceless, I believe them treacherous enough to take every advantage: at the same time be polite to them, without lowering dignity, and they then will be tractable. On my departure, I had many demonstrations of friendship made to me by both Rajahs, with firm assurances of always behaving friendly to English ships. I omitted to mention in its place, that on my arrival I found a Frenchman on the Island, who went away in the retinue of the old Rajah; I afterwards understood it was that personage's practice to insist on two hostages, and then detain them until redeemed by some considerable present: I therefore advise all commanders to beware of acceding to such a demand, and generally to use distrust


Lat.de 5.° 16.' South
Long.de by Chro.r 104.° 12.' East
A Chart of
CROEE BAY and ROAD,
ISLAND of SUMATRA,
Shewing the Anchorage of H.M. Ships
Belliqueux & Drake,
in July, 1810.
Also the situation of a DANGER,
not before laid down in Charts.
By Wm. Mc. Kellar. R.N.
References.
A House of the Malay Viceroy
B Flag Staff
C Residents House
D Watering Place
SUMATRA
Malay Village
CROEE
Resident's House
Wooden Bridge
Remarkable Tree
Landing Place
Drake
Belliqueux
Rocky Shoal
Sillaloo Rock
Low Woody Land
Scale of Miles.
Residents House open with Sillaloo Rock, leads clear of the Rocks off Carang Pinjang Point.
Carang Pingan Point
Magnetic
Core Point according to S.r T. Seahouse of Ship Earl of Middlesex
Breakers
Ship Earl of Middlesex 1768
Flat Rock
Foul Ground
P.o PESANG
Lat. 5.° 7.' S. p.r Observat.n on board E. of Middlesex
Devil Rock
Devils Rock distant ½ a Mile.
Cove Point E.N.E.
Mount Poogong, as it appears in the Road, N. 6 or 7 Miles.

in transactions with the magistracy of this place. A ship of war might wood and water in defiance of all obstruction, but in all probability would lose more men by the arms of the natives, or by sickness, than the object be worth under ordinary circumstances; for a great degree of heat prevails in the river; and the casks must be filled at low water a considerable way up. The river's mouth bears from the entrance of Arracan harbour W. b. N. and from the Sugar-loaf about W.S.W. The sea-breeze always sets in at 2 P.M. from N.N.W. to W. and the land-wind at day-light, or perhaps before, at E. I am sorry the necessity for getting on my station prevented me from exploring more of this coast, and in particular the harbour of Arracan: according to general appearance, the former is steep-to, and the latter commodious.

PLATE CCCCVII.

CROEE (or Kroï) is an English settlement on the west coast of the Island of Sumatra, of which the reader will find hydrographical notices in N. C. Vol. XXVIII. p. 70. 130; and Vol. XXIX. p. 224. The MS. Survey, from which the annexed Chart has been executed, was obligingly lent to us by the Right Hon. Lord Viscount Torrington.

" The district of Kroï, near Mount Peegong (says Mr. Marsden, in his History of Sumatra), is governed by five magistrates, called *Panggau-limo*, and a sixth, superior, called by way of eminence, *Panggau*; but their authority is said to be usurped, and is often disputed. The word, in common, signifies a gladiator or prize-fighter.

" Four miles up the river Kroï there is a cave of very considerable size, which abounds in the edible birds' nests, so much celebrated as a peculiar luxury of the table, especially among the Chinese. The birds are called *layang-layang*, and resemble the common swallow, or, perhaps, rather the martin. They are distinguished into white and black, of which the first are by far the more scarce and valuable, being found in the proportion of one only to twenty-five. The white sort sells in China at the rate of a thousand to fifteen hundred dollars the *pikul* (according to the Batav. Trans. for nearly its weight in silver), the black is usually disposed of at Batavia, at about twenty or thirty dollars for the same weight, where I understand it is chiefly converted into a kind of glue. The difference between the two sorts has by some been supposed to be owing to the mixture of the feathers of the birds with the viscous substance of which the nests are formed; and this they deduce from the experiment of steeping the black nests for a short time in hot water, when they are said to become white to a certain degree. Among the natives I have heard a few assert, that they are the work of a different species of bird. It was also suggested to me, that the white might probably be the recent nests of the season in which they were taken, and the black, such as had been used for several years successively. This opinion appearing plausible, I was particular in my inquiries as to that

point, and learned what seems much to corroborate it. When the natives prepare to take the nests, they enter the cave with torches, and, forming ladders of bamboos notched according to the usual mode, they ascend and pull down the nests, which adhere in numbers together, from the sides and top of the rock. I was informed, that the more regularly the cave is thus stript, the greater proportion of white nests they are sure to find, and that on this experience they often make a practice of beating down and destroying the old nests in larger quantities than they trouble themselves to carry away, in order that they may find white nests the next season in their room. The birds, I am assured, are seen, during the building time, in large flocks upon the beach, collecting in their beaks the foam thrown up by the surf, of which there appears little doubt of their constructing their gelatinous nests, after it has undergone, perhaps, some preparation from commixture with their saliva, or other secretion in the beak or the craw; and that this is the received opinion of the natives, appears from the bird being very commonly named *layang-buhi*, the foam-swallow. Linnæus, however, has conjectured, and with much plausibility, that it is the animal substance frequently found on the beach, which fishermen call blubber or jellies, and not the foam of the sea, that these birds collect; and it is proper to mention, that, in a description of these nests by M. Hooyman, printed in Vol. III. of the Batav. Trans. he is decidedly of opinion, that the substance of them has nothing to do with the sea-foam, but is elaborated from the food of the bird. Mr. John Crisp informed me, that he had seen at *Padang* a common swallow's nest, built under the eaves of a house, which was composed partly of common mud, and partly of the substance that constitutes the edible nests. The young birds themselves are said to be very delicate food, and not inferior in richness of flavour to the beccafico.

CHRONOLOGICAL SKETCH

OF THE

MOST REMARKABLE NAVAL EVENTS

OF THE YEAR 1813.

JANUARY

9. APPEARED in the London Gazette, his Royal Highness the Prince Regent's Declaration, in answer to the American Manifesto, relative to the war between Great Britain and the United States of America.

14. Arrived an account of a dreadful shock of an earthquake in the island of Jamaica, which occurred on the 14th of November.

MARCH.

18. An order issued to the Custom-house, authorizing the clearance of vessels for Prussian Ports, and the admission of Prussian vessels into English ports.

19. Account of the capture of the Java frigate, by the United States frigate Constitution, after a desperate engagement, in which Captain Lambert, of the Java, with most of the officers and many seamen, were killed. The action took place on the 29th of December.

23. Captain Irby's dispatch, detailing the desperate action, on the 7th of February, between the Amelia frigate and the French frigate Arethusa.

APRIL.

20. Official account of the action between the Java and Constitution.

MAY.

8. Account of the loss of the Peacock, in an engagement with the American brig Hornet, brought by his Majesty's ship Seahorse.

JULY.

9. Capture of the Chesapeake by the Shannon, after a desperate action of about fifteen minutes.

AUGUST.

16. Capture of the American sloop of war Argus, by the Pelican.

SEPTEMBER.

5. Intelligence of the capture, by the Americans, of the Macedonian frigate.

OCTOBER.

21. Intelligence received of the capture of his Majesty's brig Boxer by the American brig Enterprize.

24. Intelligence of the capture of the Weser, a French frigate of 44 guns.

NOVEMBER.

2. Intelligence of the capture of the French frigate La Trave, of 44, by the Andromache, of 38 guns.

— Intelligence received of the loss of the Laurentinus frigate, in a hurricane, off the Bahamas.

11. Arrival of American papers, detailing the action on Lake Erie.

21. Intelligence received of a Counter-revolution in Holland.

DECEMBER.

7. Account of the Prince of Orange's entry into Amsterdam, where he was saluted by the title of William I. Sovereign Prince of the Netherlands.

Naval Poetry.

THE SAILOR'S HOME.

WHEN riding on the mountain wave,
The dauntless sailor, ever brave,
A noble mind displays;
He laughs at dangers, smiles on fate,
And risks his life to save his mate,
Nor sordid fear betrays;
For well he knows, whate'er his doom,
The ocean is the sailor's home.

And, when on shore 'mid needy friends,
His generous soul its succour lends
To cheer their hapless lot;
When call'd from pleasure's luring train
To brave the hardships of the main,
He flies and murmurs not.
For well he knows, whate'er his doom,
The ocean is the sailor's home.

In fight, where death terrific sways,
The sailor cheerfully obeys,
Where'er by duty call'd;
Tho' round him wounded messmates lie,
And tears of pity dim his eye,
He never stands appall'd.
For well he knows, what'er his doom,
The ocean is the sailor's home.

THE STEERSMAN'S SONG.

WHEN freshly blows the northern gale,
And under courses snug we fly;
When lighter breezes swell the sail,
And royals proudly sweep the sky;
Longside the wheel, unweary'd still
I stand, and as my watchful eye
Doth mark the needle's faithful thrill,
I think of her I love, and cry,
Port, my boy! port.

When calms delay, or breezes blow
Right from the point we wish to steer;
When by the wind close-haul'd we go,
And strive in vain the port to near!
I think 'tis thus the Fates defer
My bliss with one that's far away;
And while remembrance springs to her,
I watch the sails, and sighing say,
Thus, my boy! thus.

But see, the wind draws kindly aft,
All hands are up the yards to square,
And now the floating stu'n-sails waft
Our stately ship through waves and air,
Oh! then I think that yet for me
Some breeze of fortune may thus spring,
Some breeze to waft me, love, to thee!
And in that hope, I, smiling, sing,
Steady, boy! so.

Marine Law.

AT a Court Martial assembled and holden on board H.M.S. Hibernia, off the Rhone, on Saturday, the 2d day of October, 1813;

PRESENT

Sir WILLIAM SIDNEY SMITH, Knight Commander and Grand Cross of the Royal Military Orders of the Sword and St. Ferdinand, Vice-admiral of the White, and Second Officer in the command of his Majesty's Ships and Vessels in the Mediterranean, President.

ISRAEL PELLEW, Esq. Rear-admiral of the White, and Captain of the Fleet.

Sir RICHARD KING, Bart. Rear-admiral of the Blue.

Captains.

George Burlton	George Parker
John Erskine Douglas	Robert Rolles
Sir Edward Berry, Bart.	Sir James Athol Wood, Knt.
Richard Hussey Moubray	Henry Heathcote
Norborn Thompson	Jeremiah Coghlan.

The Court, in pursuance of an order from Sir Edward Pellew, Bart. Vice-admiral of the Red, and Commander-in-chief of his Majesty's Ships and Vessels employed in the Mediterranean, dated the 29th of Sept. 1813, and directed to Sir W. S. Smith, Vice-admiral of the White, and Second Officer in the command of his Majesty's Ships and Vessels employed in the Mediterranean, proceeded to investigate the conduct of the Hon. Captain W. J. Napier, the officers and crew of his Majesty's late sloop Goshawk, respecting the loss of that vessel, and try them for the same: And the Court having fully investigated the whole of the particulars respecting the loss of the Goshawk, is of opinion, that she was lost in consequence of getting aground on the evening of the 21st of September, 1813, about two and a half miles to the eastward of the mole-head of Barcelona, owing to the wind baffling and dying away, and a heavy swell, when in the act of wearing to stand off shore in her usual soundings, having been standing inshore, for the purpose of intercepting a supply of provisions which was expected by sea that night, for the service of the French army, in vessels of light draught of water, that no blame whatever is imputable to the Hon. Captain W. J. Napier, the officers or crew of the said sloop, it appearing that they did their utmost to preserve the vessel, and did not abandon her until it became necessary for the preservation of their lives. The Court doth, therefore, adjudge the Hon. Captain W. J. Napier, the officers and crew of his Majesty's late sloop Goshawk, to be fully acquitted, and they are hereby fully acquitted accordingly.

Signed by the Court,

RICHARD SPEARE,
Officiating Judge Advocate.

NAVAL HISTORY OF THE PRESENT YEAR, 1813--1814.

(December—January.)

RETROSPECTIVE AND MISCELLANEOUS.

ALTHOUGH the past month has been unproductive of naval actions of any importance, we have the unpleasant task of recording some serious losses, by accident and the weather.

The Dædalus frigate has been lost on a shoal in the neighbourhood of Ceylon, but her crew was happily saved.

From Halifax we learn, that, in a dreadful hurricane which happened there, upwards of 100 vessels were driven on shore in that harbour. Several of them were bilged, and all greatly damaged: among the latter were, La Hogue and San Domingo, of 74 guns each; the Maidstone frigate, 36 guns; the Epervier sloop, of 18 guns; the Manby, 14; and the Corso schooner, of 16. To these accidents we have to add, the total loss, off New London, of the Atalante sloop, Capt. Hickey, of 18 guns; the officers and crew, however, were saved.

At Newfoundland, the Tweed, Capt. Mather, of 18 guns, was lost on a rock; the purser and surgeon, and 65 of the crew, we lament to find, perished.

In the Mediterranean, the total destruction of the Barfleur, 98, Sir Edward Berry, was very narrowly averted. Lightning struck her foretop gallant-mast, which it shivered to pieces;—descended the foretop-mast and foremast; and, proceeding through all the decks, tore up part of the lead at the light-room door, which is situated close to the magazine!

The Queen transport, No. 332, Carr, master, has been driven on Trefugis Point and beaten to pieces. She had brought home, from the British army on the Continent, 325 sick and invalided soldiers, 63 women, and 58 children; besides whom, she had on board six French officers, prisoners of war, and a crew of 21 men, making a total of 473 persons. The soldiers were all artillerymen, except about 20, who belonged to the 30th regiment. One hundred men and four women, with great difficulty, got a-shore; and all the rest, 369 in number, perished with the ship.

We extract the following account, of the wreck of the Cumberland man of war, from a private letter, dated Hosely Bay, Jan. 22:—

"I avail myself of the first leisure moment, to inform you of a misfortune we encountered on the morning of the 20th: wind S. E. blowing fresh, with a heavy sea; unfortunately the Bedford was a-head of us,—she parted,—and, in consequence of a sudden gust, came on board us before we could possibly do any thing to extricate ourselves. At this time our perilous situation threatened imminent danger; our bowsprit went first, then our fore-mast, and, finally, our main and mizen-masts. Providence so directed it, that we lost no lives; five, however, were severely wounded: one man lost all his fingers from one hand, and part of his nose was completely carried away; another man lost one finger, and the rest suffered in a similar manner. We are much damaged in the hull, so that we must be paid off immediately. I assure you the scene is shocking; but thank God we have cleared away the greater part of the wreck."

In order to restrain that *shopkeeping* turn for commerce, which the English are apt to indulge in too freely, Buonaparte had very obligingly ordered all the ports under his dominion to be shut, and extended his civility even to many foreign ones. Our Prince Regent has now, in return for his politeness, given orders that the *French ports* shall be opened * for English trade, merely for the sake of accommodating the inhabitants of France; an instance of urbanity that could scarcely have been expected from "*a nation of shopkeepers!*"

An old naval practice has been lately revived, by order of the Lords Commissioners of the Admiralty; viz. the forming the warrant and petty officers of the navy into juries, to sit on the bodies of such persons as unfortunately meet with accidental death. The first of these juries sat, at the beginning of the month, on board the Gladiator at Portsmouth, on the body of a seaman, who fell from the main-yard of the Illustrious at Spithead.

We have been informed, that Sir Philip Broke is to be honoured with a gold medal, to be worn with his full uniform, for the capture of the Chesapeake frigate.

Admiral Sir Alexander Cochrane is going out to America, with a considerable force, to relieve Sir J. B. Warren, on that station; and the newspapers have stated, that his nephew, Lord Cochrane, was appointed to act under him, with a squadron of five frigates and three sloops of war, and a large flotilla of flat-bottomed boats. But, says *the Morning Chronicle*, "there is no foundation for the report of Lord Cochrane's being to have the command of a squadron of frigates. That would look like energy in the Admiralty Board."

We have not an enemy now left in Europe, except one, with whom it is our proud and glorious distinction to be at war. DENMARK HAS AT LAST JOINED THE COMMON CAUSE! Definitive treaties of peace and alliance have been concluded by Denmark with our government, and that of Sweden; signed by Mr. Thornton on our part, and by Baron Wetterstedt for Sweden. The following is an official summary of the conditions:—

All conquests are to be restored, except Heligoland.

Prisoners of war on both sides to be released.

Denmark to join the Allies with 10,000 men, if England will give a subsidy of 400,000*l.* in the year 1814.

Pomerania to be ceded by Sweden to Denmark in lieu of Norway.

Stralsund still to continue a depot for English produce.

Denmark to do all in her power to abolish the slave trade.

England to mediate between Denmark and the other Allies.

PEACE IS MOST EVIDENTLY AT HAND! The black clouds with which our political horizon has been so long surcharged, have separated, and all the symptoms of a serene and undisturbed futurity are visible.

The harbour of Fornelles, on the north side of Minorca, immediately opposite to Toulon, has been surveyed by the master of the Hibernia, with a view to consider the eligibility of the Mediterranean fleet making that their port of refuge in future.

* A late Gazette contained an Order of Council, releasing from the restrictions of blockade all such ports and places in France as now are, or may be, placed in the military occupation, or under the protection, of his Majesty, in consequence of the success of his Majesty's arms, or by the voluntary submission of the inhabitants; and opening the same to the free trade of this country, and the subjects of friendly and neutral powers.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, DECEMBER 14, 1813.

ADMIRAL LORD KEITH has transmitted to John Wilson Croker, Esq. a letter from Captain Dundas, of H. M. S. Pyramus, giving an account of his having, on the 29th of last month, captured off Ushant, the Zephyr American ship, of four guns and twenty men, bound from L'Orient to Charlestown.

DECEMBER 18.

Copy of a Letter from Admiral Young, Commander-in-chief of his Majesty's Ships and Vessels in the North Sea, to John Wilson Croker, Esq. dated on board the Impregnable, off the Scheldt, the 11th instant.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Lord George Stuart, of H. M. S. Horatio, giving an account of the surrender of the French force on the island of Schowen; and of that island being again under the Dutch government; in which their Lordships will perceive great promptitude of decision in Lord George to storm the batteries, and very spirited preparation for doing so, if the enemy had not immediately surrendered.

I have the honour to be, &c.

W. YOUNG.

SIR, *H.M.S. Horatio, off Zuderie Zee, Island of Schowen, December* 8, 1813.

Yesterday morning some pilots brought off a letter, from a gentleman who had been in the British service, requesting aid to drive the French from Zuderie Zee. I lost no time in working up, and anchored just out of gun-shot of a heavy battery, which totally commanded the passage. As it was necessary to pass, in execution of your orders, I made the disposition for attacking it. I therefore collected fifty marines and seventy seamen from the Horatio, with the same number from the Amphion, with a determination of storming it from the rear, as soon as the tide would answer for the boats to leave the ship, which could not be till nine P.M. During the interval, a deputation from the principal citizens came on board under a flag of truce, from the French general, requesting that, in order to save the effusion of blood, and prevent the disorders which were likely to ensue in the city, then in a state of insurrection, terms of capitulation should be granted, by which the French, with their baggage, should be allowed to withdraw and be conveyed to Bergen-op-Zoom; this I peremptorily refused, and sent back the terms herewith enclosed. The thickness of the weather did not enable the deputation to quit the ship before ten o'clock at night, which induced me to extend the time till midnight. I had not proceeded any considerable distance from the ship, before the signal, in token of submission, was made. I landed at the battery, which having secured, I went forward to the town, and found the native French had made their escape. I directed the seamen to remain at the gate, and entered with the marines, amidst the acclamations of an immense multitude; proceeding to the town-hall, I was met by the most respectable inhabitants in a body, and then having dissolved the French Municipal Authorities, I directed the ancient Magistrates of the city to resume their

functions. This morning, in compliance with my directions, the magistrates of the town of Browershaven reported their having driven the French from thence, and they received similar injunctions with respect to their Provisional Government. I took possession of a brig of fourteen guns, formerly his Majesty's brig Bustler, which the enemy had attempted to scuttle, also a French gun-boat, and a considerable quantity of powder, and have, in the course of this day, brought in twenty prisoners, and more are expected.

I feel happy in having obtained so important an acquisition as the whole island of Schowen, without bloodshed, and facilitating the means of opening a communication with the allied forces in the South of Holland.

In closing this despatch, I beg leave to recommend to your particular notice the zeal and activity of Captain Stewart, of the Amphion, together with Lieutenant Whyte, first of the Horatio, with the rest of the officers, seamen, and marines under my command, in this service. I must here beg leave to express how much I am indebted to Captain Hamilton Smith, of the Quarter-Master-General's Department, for his advice and assistance, who, from his knowledge of the Dutch language, and of the people, has very much facilitated these operations. I also enclose the list of ordnance, &c. taken. I have, &c.

Admiral Young, &c. G. STUART.

Dated on board H. B. M. S. Horatio, at half-past
SIR *7 o'clock, December 7, 1813.*

With a view to spare the effusion of blood, as senior officer in command of his Britannic Majesty's forces, I feel it my duty, after the communication I have received, and the resources which I at present have, to summons you to surrender, prisoners of war, with the French officers and troops under your immediate command.

No other conditions will be admitted. I expect a decisive answer by twelve o'clock this night; my authority will not admit of the suspension of hostilities longer than that period.

If accepted, one gun.
If not, three ditto. G. STUART.

To the commanding officer of the French troops in the town of Zuderie Zee, Island of Schowen.

A List of Ordnance, &c. taken possession of by his Majesty's Ships Horatio and Amphion, on the morning of the 8th of December, 1813.

6 iron 36-pounders, 6 iron 24-pounders, 2 brass 6-pounders, 2 brass 13-inch mortars, and a considerable quantity of shot and ammunition.

G. STUART, Captain and Senior Officer.

Mem.—Brass ordnance embarked.

Copy of another Letter from Admiral Young to John Wilson Croker, Esq. dated on board the Impregnable, off the Scheldt, the 11th instant.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Lord George Stuart, of H. M. S. Horatio, giving an account of the destruction of a battery of six 24-pounders on the island of Tholen, which would have materially interrupted the progress of the ships to the Keetan.

The precipitate flight of the enemy prevented the bringing them to action,

but takes nothing from the determined spirit with which Lieutenant Whyte, and the officers and men under his command, advanced to attack them.

I have the honour to be, &c.

W. YOUNG.

SIR, *Horatio, off Zuderie Zee, December* 10, 1813.

The thickness of the weather preventing the Tickler's sailing yesterday, enables me to acquaint you of a brilliant affair by the boats of the Horatio and Amphion, under the immediate command of Lieutenant Whyte, first of the Horatio.

Having received information that the French had augmented their forces in the island of Tholen with four hundred men, and it being necessary to secure the battery at the point of Steavinesse, in order for the ships to pass up the Keetan, I despatched the boats of the two ships at ten P.M. with the boats crews only, when they landed two miles in the rear of the battery; immediately on their approach, the French precipitately fled, and did not enable our brave fellows to oppose them, and we made only three prisoners. The battery consisted of six 24-pounder guns. Lieutenant Whyte, with the assistance of Lieutenant Champion, first of the Amphion, and the officers and men under their command, dismantled the battery, spiked the guns, destroyed the carriages and ammunition, and returned on board at half-past three A.M. Though the enemy did not oppose our force, I hope it will not diminish the merits of the officers and men employed, and that their zeal and activity will merit your approbation.

I have the honour to be, &c.

To William Young, Esq. &c. G. STUART.

DECEMBER 21.

Copy of a Letter from Vice-admiral Sir R. G. Keats, K.B. to John Wilson Croker, Esq. dated on board H.M.S. Bellerophon, off the Isle of Wight, the 19th instant.

SIR,

I beg you will report to the Lords Commissioners of the Admiralty, the capture of Le Genie, French lugger privateer, of 16 guns, and 73 men, by the Bellerophon, this morning, off Portland. I am, &c.

R. G. KEATS.

DECEMBER 25.

Despatches, of which the following are extracts, have been received at this office from Admiral Young, addressed to John Wilson Croker, Esq.

Impregnable, in the Roompot, December 19, 1813.

Captain Owen having landed on South Beveland with the marines, I enclose, for their Lordships' information, his account of the manner in which he was received by the inhabitants.

SIR, *Ter Goes, in South Beveland, December* 17, 1813.

I proceeded with the earliest light this morning with the parties of the royal marines you did me the honour to place under me, and landed at the entrance of the haven, about three miles from Ter Goes.

The peasants flocked to me from every quarter: the flag of the Dutch nation appeared borne by crowds on every side, and our march to Goes was covered by the multitude of these flags which gathered round us, whilst the city of Orange Boven resounded on every side.

The scene was the most animating and the most interesting that I ever witnessed; the proclamation of his Royal Highness the Prince of Orange was read, as well as one from the magistrates, from the windows of the

Stadt-House, and was followed by the most enthusiastic cheers and acclamations.

The intention of the enemy, in the requisition he had ordered for the garrison of Flushing, has been defeated, and the Dutch flag is flying upon every steeple near the western shore.

The conduct of the parties of the royal marines, in the midst of this intoxicating scene, and the kindness showered upon them by the inhabitants, has been marked with regularity. I have the honour to be, &c.

G. W. C. R. OWEN,

Admiral Young. Captain of H. M. S. Cornwall.

Impregnable, in the Roompot, December 20, 1813.

I request you to inform the Lords Commissioners of the Admiralty, that Captain Owen reports, that he was on the 18th at Borselen, in South Beveland. Information having reached him, that the enemy were actually levying at Krabbendyke the supplies for Batz, for which requisition had been made, he sent Major Bartleman to interrupt them, and his men cut off their knapsacks, and pursued the enemy, but did not arrive in time.

Captain Owen found at Borselen two capital batteries, one of ten iron guns, and two brass mortars; the other of six or eight guns, and two mortars. All the guns were spiked; he ordered two of them to be cleared, proposing to occupy with a small detachment the tower of Borselen, where there is a tolerable barrack, and to land a small quantity of powder to interrupt a little the enemy's communication by the river.

Captain Owen found, on his arrival at Goes, that the Dutch had already formed there three companies of national guards, the officers of which have strictly adhered to Captain Owen's wishes in every thing, and attended him for the purpose of organizing six troops of cavalry, of sixty men each; and six companies of infantry, of one hundred each. Of the former force, much is already arranged, the inhabitants eagerly offering themselves, and their horses. Large parties are on duty, and patroles and guards are established on the roads and principal points of the shore.

Information having been brought to me yesterday evening, of the enemy having landed a force of five hundred men at Borselen, I sent immediately to reinforce Captain Owen; but I have not to-day had any report from South Beveland. I have no doubt of some French having landed, though I think it probable the number of them was increased by the apprehensions of the people who sent the report. I have the honour to be, &c.

W. YOUNG.

Impregnable, in the Roompot, 21st December, 1813.

I request you to inform the Lords Commissioners of the Admiralty, that Captain Owen reports that the French corps, which landed at Borselen, was immediately repulsed; all the inhabitants flew to arms, and every person who could find a weapon of any description, joined the small party of royal marines who were near Borselen, and marched against the enemy, who embarked as soon as he discovered their approach. Captain Owen speaks in the highest terms of the enthusiasm of the inhabitants, and of the alacrity and good conduct of the marines.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from the Hon. Captain Duncan, of H. M. S. Imperieuse, stating, that the Audacieux, French privateer, was captured on the 31st of August, off the Straits of Bonifacio, by the above ship and the Swallow sloop. She carried three guns and forty men, and had sailed two days before from Civita Vecchia.

Copy of a Letter from Captain Hopkins, of H. M. Sloop of War Helicon, addressed to Vice-admiral Domett, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M. Sloop Helicon, Plymouth, December* 23, 1813.

I have the honour to acquaint you, that, on the 22d instant, the Eddystone bearing north, distance five leagues, his Majesty's sloop under my command captured, after a short chase, the French privateer schooner La Revenant, of 14 guns, and 77 men. She sailed the day before from St. Maloes, and had not made any capture. H. M. S. Nemesis joined in the chase. I have the honour to be, &c.

HARRY HOPKINS, Commander.

Extract of a Letter from Captain Chetham, of H. M. S. Hamadryad, to John Wilson Croker, Esq. dated in Wingo Sound, the 13th instant.

I beg leave to report to my Lords Commissioners of the Admiralty, the capture of his Danish Majesty's cutter Abigail, commanded by Lieutenant Kierulf, by H. M. S. under my command, yesterday, between the Scaw and the island of Lassoe. She is armed with three cohorns and small arms, and forty men, and had sails and other naval stores on board, belonging to the late Danish frigate Nyaden, from Fredericksvarn bound to Copenhagen.

The under-mentioned letters have been transmitted to John Wilson Croker, Esq. by Admiral Sir John Borlase Warren, *viz.*

From Captain Godfrey, of H. M. sloop Emulous, dated at St. John's, N.B. 19th October, reporting the destruction, in Passamaquaddy Bay, of two American privateers; one a schooner, called the Orion, of one gun and 16 men, and the other a row-boat, carrying 17 men, with small arms.

From Captain Lawrence, of H. M. sloop Fantome, dated off the islands of Metimicas, 5th October, stating his having captured the American privateer schooner Portsmouth Packet (late the English privateer Liverpool Packet), carrying five guns, and 45 men, out the day before from Portsmouth.

From Captain Handley, of H. M. sloop Arab, dated off Cape Sambro, 3d November, stating the capture of the American privateer schooner Industry, of five guns, and 26 men, 14 days from Marblehead, without making any capture.

JANUARY 1, 1814.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief of H. M. Ships and Vessels in the Mediterranean, to John Wilson Croker, Esq. dated on board H. M. S. Caledonia, off Toulon, the 6th November, 1813.

SIR,

If I were not aware that every shot fired from his Majesty's fleet before Toulon upon that of the enemy, would be pompously displayed in the Moniteur, by the Government of France, to deceive all Europe, as well as their unhappy subjects, I should have considered it unnecessary to trouble their Lordships with the following detail of the transactions of the squadron under my command on the 5th instant.

His Majesty's fleet had been blown off their station by a succession of hard gales for eight days, and it was only yesterday morning that the land was discovered, together with the in-shore squadron, as per margin,* which

* Scipion, Mulgrave, Pembroke, Armada.

had reached Cape Sicie the preceding evening. The fleet were standing with close-reefed topsails, towards Toulon, to reconnoitre, with a strong wind from E.N.E. when at ten A.M. the enemy, as customary with such winds, was seen getting under weigh, and came out with fourteen sail of the line, and seven frigates, for their usual exercise, close in shore, between Cape Brun and Cape Carcaviane. A sudden change of wind to N.W. seemingly unexpected by them, permitted me to hope that we should be able to bring the rear to action; and the Scipion having communicated by signal the prospect of cutting off the leewardmost ships, she was directed, with the advanced squadron, to attack. The Caledonia, Boyle, and San Josef, leading some distance a-head, and followed by the fleet, were, I thought, near enough to afford support, with every prospect of success; but, unfortunately, from the wind heading, they were not able to fetch the leewardmost ship, a three-decker, bearing the flag of a rear-admiral, to windward of St. Marguerite, and, consequently, only a partial firing took place, in passing on different tacks, and after wearing from the shore, between Sepet and Cape Brun.

Had the body of the fleet, fortunately, been more advanced when the change of wind took place, I am confident we should not only have brought the enemy to close action, but every ship we had weathered would have been our reward, although they had not been above a league eastward of the port, and always under cover of the batteries.

The French fleet, the moment the wind changed, used all possible expedition to get back into the harbour, and the vice-admiral was among the first that reached the anchorage.

The casualties in the ships on this occasion, are too trifling to mention, were it not for the wounds of two fine young officers, Lieutenant Clarke, of the marines, and Mr. Cuppage, signal midshipman of the San Josef, who each lost a leg by one unlucky shot.

I have, in common with every officer and man in this fleet, deeply to lament that a fairer opportunity was not afforded for displaying the full extent of their exertions in the cause of their Sovereign, and in support of the honour of his flag, confident there cannot be found more ardent zeal in this just struggle, than among the officers and men I have the happiness to command

I beg leave to enclose a return of the casualties on this occasion, and have the honour to be, &c.

To John Wilson Croker, Esq. EDWARD PELLEW.

Casualties.—Killed and Wounded.

Caledonia.—3 wounded slightly.

San Josef.—4 wounded, *viz.* Lieutenant Clarke, royal marines, Mr. Cuppage, midshipman, each lost a leg, two men slightly.

Scipion.—1 killed by accident, 1 wounded by the enemy, slightly.

Boyne.—1 wounded slightly.

Pompée.—2 slightly burnt by accident.

Pembroke.—3 wounded slightly.

EDWARD PELLEW.

A List of Ships and Vessels captured, detained, and sent into Halifax by the Squadron under the Command of the Right Hon. Sir J. B. Warren, Bart. K.B. between the 20th April and the 20th September, 1813, *not before gazetted.*

Brig Sally, of 143 tons, from Portland, bound to St. Margaret's, cap-

tured by the Curlew, April 24, 1813. Brig Hector, of 156 tons, from Havannah, bound to New York, captured by the Spartan, April 30, 1813. Schooner Ann, of 42 tons, from New Orleans, bound to Bourdeaux, captured by the Nymphe, Shannon, Tenedos, and Emulous, May 5, 1813. Ship Young Phœnix, from Jersey, recaptured by the Orpheus, May 9, 1813. Schooner Emperor, from Carolina, bound to Boston, captured by the Orpheus and Ramillies, May 6, 1813. Brig Paragon, from Aberdeen, bound to New Brunswick, recaptured by the Shannon and Nova Scotia, May 19, 1813. Ship Duck, from Waterford, bound to Newfoundland, recaptured by the Bold, May 18, 1813. Ship Fidelia, of 243 tons, from New York, bound to Cadiz, captured by the Orpheus and Ramillies, May 19, 1813. Sloop Juliet, of 92 tons, from Cuba, bound to Newport, captured by the Paz, May 10, 1813. Sloop Branch, of 78 tons, from Boston, bound to Dear Island, captured by the Bream, May 26, 1813. Sloop Semiramis, of 85 tons, from P. River, bound to Boston, captured by the Bream, April 23, 1813. Schooner Columbia, of 98 tons, from Martinique, captured by the Rattler, May 10, 1813. Schooner Postboy, of 154 tons, from Salem, bound to St. Domingo, captured by the Shannon, Tenedos, and Rattler, May 24, 1813. Schooner Joanna, of 48 tons, from Boston, bound to East Port, captured by the Dart privateer, June 1, 1813. Schooner Washington, of 65 tons, from Portland, bound to Boston, captured by the Dart privateer, June 5, 1813. Ship Cuba, of 176 tons, captured by the Dart privateer, June 6, 1813. Brig Christiana, of 132 tons (in the possession of the American privateer Teaser), captured by the Wasp and Rover, June 16, 1813. Schooner Lark, captured by the Wasp and Rover. Schooner Eunice, of 193 tons, from St. Ubes, bound to Boston, captured by the Wasp, June 18, 1813. Brig Thomas, from Cadiz, bound to Boston, captured by the Wasp. Ship Gustava, of 123 tons, from Boston, bound to Madeira, captured by the Sylph, June 22, 1813. Ship North Star, of 117 tons, from St. Salvador, bound to Boston, captured by the Tenedos, June 24, 1813. Brig St. Jago, of 267 tons, from Salem, bound to Malaga, captured by the Woolwich, June 26, 1813. Ship Minerva, of 184 tons, from Boston, bound to Lisbon, captured by La Hogue, June 30, 1813. Packet Ship, Liverpool, captured by the Dover. Schooner Harriet, from Newfoundland, bound to London, captured by the Dover, June 17, 1813. Schooner Little Bill, from St. Bartholomew's, bound to North Carolina, captured by the Loup Cervier, June 27, 1813. Ship Herman, of 413 tons, from Baltimore, bound to Lisbon, captured by the Chesapeake squadron, June 24, 1813. Brig Fanny, of 146 tons, from Newhaven, bound to Halifax, captured by La Hogue, July 8, 1813. Schooner Swift, of 63 tons, from Cape Cod, bound to Ipswich, captured by the Curlew, July 7, 1813. Schooner Two Brothers, of 53 tons, from Kennebeck, bound to Ipswich, captured by the Curlew, same date. Ship Seaflower, re-captured by the Fantome. Schooner Precilla, of 61 tons, bound to Boston, captured by the Curlew, July 9, 1813. Brig Ellen, from St. Bartholomew's, bound to Portland, captured by La Hogue. Schooner Rebecca, of 86 tons, from New York, bound to Cadiz, or Halifax, captured by the Boxer, July, 27, 1813. Schooner Nancy, of 14 tons, taken in harbour at Little River, by the Boxer, July 28, 1813. Schooner Prudentia, bound to Cadiz, captured by the Rattler, July 7, 1813. Sloop Eunice, captured by the Curlew, August 7, 1813. Brig Anna, of 125 tons, from Newhaven, bound to Laguira, captured by the Poictiers, Maidstone, and Nimrod, August 13, 1813. Ship Republican, from New York, bound to Port au Prince, captured by the Nimrod, August 11, 1813. Ship Manchester, captured by the Nimrod, Poictiers, and Maidstone, August 18, 1813. Brig Isabella, of 128 tons, bound to Boston, captured by the Picton, August 19, 1813. Schooner Lively, from St. Thomas's, bound to Halifax, captured

by the Epervier, August 20, 1813. Ship Gustoff, of 374 tons, from New York, bound to Beaufort, captured by the Statira and Martin, June 14, 1813. Schooner Providence, captured by the Nymphe, July 22, 1813. Brig Fanny, from Morice River, bound to Philadelphia, captured by the Statira, June 1, 1813. Ship Ulysses, of 248 tons, from the Savannah, bound to Bourdeaux, captured by the Majestic, June 30, 1813. Brig John Adams, of 223 tons, from Portland, bound to St. Bartholomew's, captured by the Rattler and Retrieve privateer, July 11, 1813. Schooner Betsey, of 117 tons, from Tortola, bound to Portland, captured by the Bream, July 14, 1813. Schooner Triton, of 122 tons, from St. Thomas's, bound to Kennebeck, captured by the Bream, same date. Schooner Jefferson, of 99 tons, from Boston, captured by the Bream, July 12, 1813. Brig Stamper, from Liverpool, bound to Halifax, captured by the Ringdove, July 28, 1813. Sloop Mary, captured by the Nimrod. Ship Flor de Jago, of 164 tons, from Lisbon, bound to Boston, captured by the Manly. Brig Hope, from Batavia, bound to Providence, captured by the Manly, August 2, 1813. Schooner Four Brothers, captured by the Emulous, August 4, 1813. Ship Roxana, captured by La Hogue. Sloop William and Ann, of 77 tons, from Scotland, bound to Ireland, captured by the Nimrod, July 31, 1813. Sloop Minter, of 56 tons, from Province Town, bound to New Bedford, captured by La Hogue, July 11, 1813. Schooner two Brothers, of 89 tons, from Tanfield, bound to Eastport, captured by the Boxer, July 6, 1813, Sloop Friendship, of 100 tons, from Blackrock, bound to Eastport, captured by the Boxer, July 6, 1813. Schooner Polly, captured by the Statira, August 13, 1813. Schooner King George, of 204 tons, from Liverpool, captured by the Recruit, August 18, 1813. The Gennett, of 35 tons, from Hingham, bound to Fishing, captured by the Nymphe and Curlew, August 12, 1813. Sloop Endeavour, of 104 tons, from Castine, bound to Boston, captured by the Nymphe and Curlew, August 17, 1813. Schooner Rebecca, of 117 tons, from Townsend, bound to Boston, captured by the Boxer, August 3, 1813. Sloop Fairplay captured by the Boxer, July 25, 1813. Schooner Porpoise, of 32 tons, captured by the Rattler, July 31, 1813. Brig Anaconda, captured by the Sceptre. Schooner Euphemia, of 90 tons, from Havannah, bound to Boston, captured by the Majestic, August 27, 1813. Brig Elizabeth, captured by the Shelburne, August 26, 1813. Schooner Espoz y Mina, from La Guira, bound to New York, captured by the Statira, August 24, 1813. Ship Flor de Mar, of 311 tons, from Fayal, bound to Boston, captured by La Hogue, August 16, 1813. Brig Alicia, captured by the Loire and Martin. Ship Jane, captured by the Loire and Martin. Ship Divina Pastora, of 380 tons, from Havannah, bound to New York, captured by the Statira, September 1, 1813. Ship Jerusalem, of 750 tons, from Havannah, bound to Boston, captured by the Majestic, September 3, 1813. Sloop Dolphin. Brig Mariner, captured by the Poictiers, August 29, 1813. Schooner Fortune, captured by the Boxer, August 31, 1813. Brig Watson, captured by the Poictiers, September 3, 1813. Schooner Torpedo, captured by the Plantagenet, September 11, 1813. Ship Catalonia, captured by the Shannon, September 16, 1813. Ship Alliance, captured by the Shannon, September 16, 1813. Schooner Queen Charlotte, captured by the Shannon, September 17, 1813. Ship Massachusetts, captured by the Censor, September 11, 1813. Ship Santa Cecilia, from Lisbon, bound to New Bedford, captured by the Wasp, September 14, 1813. Ship Active, captured by the Epervier, September 20, 1813. Schooner Mary, of 61 tons, bound to Boston, captured by the Sylph, September 13, 1813. Flor de Jago.

JOHN BORLASE WARREN.

JANUARY 8.

Extract of a Letter from Captain Farquhar, of H. M. S. Desirée, to John Wilson Croker, Esq. dated off Gluckstadt, December 23, 1813.

I have to acquaint their Lordships, that on Sunday, the 19th instant, I was made acquainted, by letter from Captain Marshall, of his Majesty's sloop Shamrock, that a detachment of the Swedish army was advancing towards Gluckstadt, I determined to move up next morning with his Majesty's ships Desirée and Blazer, but the weather was so extremely thick that it was impossible to move; the same day I received another communication from Captain Marshall, that Stoar battery, a little below Gluckstadt, was attacked by the Swedes, when the enemy set fire to the gun-carriages, spiked their guns, and retreated into the town. I therefore resolved to proceed up the river that night in a gun-boat, and ordered the frigate and brig to come up as soon as the weather should clear, and they arrived this morning.

Copy of a Letter from Captain Hoste, of H. M. S. Bacchante, addressed to Rear-admiral Fremantle, and transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq.

SIR, *H. M S. Bacchante, off Castel Nuova, Oct.* 16, 1813.

I arrived off Ragusa on the 12th instant, and joined the Saracen and three gun-boats, with a detachment of the garrizon of Curzola on board, commanded by Captain Lowen, who had been directed by Colonel Robertson to act on this coast.

From the information I received from Captain Harper, of the Saracen, together with the state of the country about Cattaro, and the insurrection of the Bocchese, I lost no time in proceeding to this place, with the vessels under my orders. On the 13th, in the morning, we forced the passage between Castel Nuova and the fort of Rosa, and after some firing, secured a capital anchorage for the squadron about three miles above Castel Nuova.

In the evening, I detached the boats of this ship, with those of the Saracen, and the two Sicilian gun-boats, under Captain Harper's orders, who very handsomely volunteered his services, to capture the enemy's armed naval force, which I understood were lying between the Isle St. George, and the town of Cattaro. Captain Harper completely succeeded: the enemy had destroyed their boats on his approach, but having succeeded in manning them with the armed Bocchese in the neighbourhood, he most gallantly attacked and carried the Island St. George, the commandant and his garrison surrendering at discretion. I enclose his report of the affair, with the account of the guns, &c. captured. This is a point of the utmost importance to our future operations: it commands and fronts the narrow channel to the narrow branch of the river that leads up to Cattaro itself; and, fortified as it is, it would have been with difficulty, if at all, the ships of war could have passed it. The fort of Peroste was taken by the Bocchese the same night, and I have now the pleasure to acquaint you, that Castel Nuova, and Fort Espagnol, surrendered by capitulation to the British force this morning, a copy of which I enclose. The garrison remain prisoners of war till exchanged; the officers are allowed their parole. There are several Croats amongst the garrison, who are willing to enter the Austrian service, and I intend sending them to Fiume. I shall lose no time in getting up to Cattaro. Fort St. John is the only place the enemy possess in the Bocco. The French general, Gauthier, has retired into the fort, with about six hundred men: it is

about fifteen miles up the river, and is a very strong place. I intend proceeding there directly I have arranged our affairs here.

I have left a garrison in Fort Espagnol, and enclose the return of the stores, guns, &c. &c. taken in the three places. The Montenegrins have been of considerable service in closely blockading the country round Espagnol, and the neighbourhood. I cannot mention in too warm terms the conduct of Captain Harper; he is ever ready, and most indefatigable, and the capture of the Isle of St. George does him, the officers, and men, the highest credit.

I am much indebted to Captain Lowen for the ready advice and assistance he at all times gives me; and the zeal that animates every one is highly praiseworthy. I have the honour to be, &c.

Rear-admiral Fremantle, &c. W. HOSTE.

Saracen, off Castel Nuova, Bocca di Cattaro,
SIR, *October* 13, 1813.

Agreeably to your directions, I send the report of the proceedings of the boats you did me the honour of putting under my command. At ten P.M. on the 12th instant, I left the Saracen with the two gun-boats, the launch and barge of the Bacchante, and the boats of the sloop under my command, and pulled towards Cattaro. On going through the passage of Cadone, the enemy on the island of St. George opened a heavy fire on us. We fortunately escaped without damage. At midnight, within four miles of Cattaro, I found the enemy's four gun-boats in a state of revolt. I instantly took possession of them. The appearance of the English at this moment had the happiest effect. I landed at the different places; summoned the principal inhabitants, who immediately, at my request, armed en masse against the French. As there was not a moment to be lost in carrying into execution your further orders respecting the island of St. George, I hoisted the English and Austrian flags in the four gun-boats taken, and manned them with part English, and the remainder inhabitants, volunteers, and proceeded down to the attack of that place. At daylight, I landed at the town of Persate, and found the inhabitants had taken possession of a small castle of three guns from the French. Seeing these guns might be employed with advantage against the fortifications of St. George, and the inhabitants putting themselves under my orders, I hoisted the English and Austrian colours, and took the command. I ordered Lieutenant Gostling to bring up the gun-boats to the attack, which he did in the most handsome manner. At six A.M. this morning, a heavy and well-directed fire was opened at the island, and returned from it. In fifteen minutes the enemy was driven from his guns, and made a flag of truce and offered to capitulate. I insisted on their surrendering at discretion, the whole to be prisoners, and allowed them five minutes only before I commenced firing again, to which they submitted, and I took possession of the island, and hoisted the English colours. I am happy to say, this strong place has been reduced without any loss on our side.

It is with the greatest pleasure I have to report the good conduct of every officer and man employed, and if I had been obliged to storm the island, as I intended, I feel confident the result would have been complete success.

Lieutenant Gostling, of the Bacchante, to whom I gave the command of the gun-boats, brought them up to the attack under a heavy fire from the enemy, in the most cool and determined manner. I have landed the marines, and given him the command of the island until your pleasure is known. It is not in my power to describe the joy and enthusiasm of the inhabitants at seeing the English flag flying. In two hours I had the

whole population armed under my command, and ready to execute any thing I might order.

The gun-boats I had taken, I have ordered to blockade the town and castle of Cattaro by sea, and the armed inhabitants by land, which they are doing in the strictest manner.

Enclosed I send returns of gun-boats, prisoners, ordnance stores, &c. taken. I have the honour to be, &c.

J. HARPER, Commander of the Saracen.

William Hoste, Esq. Captain of H. M. S. Bacchante.

A Return of Gun boats taken on the Evening of the 13th October, 1813, near Cattaro.

2 gun boats, each 1 long 24-pounder in the bow, 1 12-pounder carronade in the stern, manned with 30 sailors and 6 soldiers each.

2 gun-boats, each 1 long 24-pounder in the bow, manned with 26 sailors and 6 soldiers each.

These gun-boats had on board four large brass 24-pounders, carriages, shot, &c. and were going to Cattaro to be mounted on the fortifications.

J. HARPER, Commander of the Saracen.

A Return of Prisoners taken at the Island of St. George and small Castle of Vesarte, on the Morning of the 13th October, 1813.

1 captain-commandant, 2 lieutenants, 1 captain of engineers, 9 gunners, 2 serjeants, 4 corporals, 120 privates.

J. HARPER, Commander of the Saracen.

An Account of Ordnance Stores, &c. taken at the Island of St. George, 13th October, 1813.

1 24-pounder brass gun, 4 18-pounder brass guns, 1 18-pounder iron gun, 3 six and half-pounder iron guns, shot spunges, &c. &c. complete; 1 six and half-inch brass mortar, shells, &c.; 1 furnace for heating shot, 66 barrels of powder, 8 cases of musket balls, 3 cases of hand grenades, 1 case of live shells, 18 casks of bread, 5 casks of wine, 1 cask of salt fish.

J. HARPER, Commander of the Saracen.

ARTICLES *of* CAPITULATION, *agreed on between the Forces of his Britannic Majesty, commanded by William Hoste, Esq. Captain of his Britannic Majesty's Ship Bacchante, and Senior Officer in the Bocco di Cattaro, on one side; and the French Garrisons of Castel Nuova and Fort Espagnol, on the other, commanded by Lieutenant-colonel Holewoitz.*

Art. I. The French troops shall march out of the place with the honours of war; shall deposit their arms on the glacis, and shall be embarked on board his Britannic Majesty's ships, and shall be considered as prisoners of war.

Art. II. The colonel and officers shall remain on their paroles, and not to serve till regularly exchanged. They shall be allowed to retain their swords.

Art. III. The Croats, officers and soldiers, have permission to return to their own country, and shall be recommended to the House of Austria.

Art. IV. The fortress and Castel Nuova shall remain in the same state it is at present; the magazines and public stores shall remain in the same state they are actually in.

Art. V. All private property shall be respected.

Art. VI. The troops of his Britannic Majesty shall take possession of Fort Espagnol and of Castel Nuova at eight o'clock to morrow morning.

Art. VII. A guard of his Britannic Majesty's troops shall immediately be sent into the city to preserve tranquillity.

The officer who delivers this will wait half an hour for an answer.

WM. HOSTE, Captain of his Britannic Majesty's ship Bacchante.

P. LOWEN, Captain, commanding his Britannic Majesty's Troops.

HOLEWOITZ, Le Colonel-Commandant de Castel Nuova.

Return of the Garrison of Castel Nuova and Fort Espagnol, on the 16th October, 1813.

4th Regiment of Croats.—1 colonel, 1 lieutenant, 1 serjeant-major, 1 private.

3d Regiment of Croats.—1 captain, 3 lieutenants, 1 aide-major, 1 sub-lieutenant, 1 adjutant, 2 serjeant-majors, 6 serjeants, 14 corporals, 236 privates, 4 drummers.

4th Italian Regiment.—1 serjeant, 5 privates.

Artillery.—1 lieutenant, 1 guard of artillery, 10 gunners.

Gendarmerie.—1 brigadier, 5 gendarmes, 2 engineer and magazine guards.——Total—299.

Le Colonel HOLEWOITZ.

W. Hoste, Captain of H. M. S. Bacchante.

An Account of Ordnance, Stores, &c. taken at Fort Espagnol, on the morning of the 16th October, 1813.

4 brass 3-pounders, 7 iron 12-pounders, 4 iron 4-pounders, 1 iron 18-pounder, dismounted, 7 iron swivels, 40 barrels of powder, 100 lbs. each, 900,000 musket-ball cartridges, 400 filled cartridges for guns, 3000 eleven-inch live shells, 600 hand grenades, 4000 three, four, and 12-pounders.

Castel Nuova.

2 brass 12-pounders, 1 iron 24-pounder, 4 iron 12-pounders, 2 iron 4-pounders, dismounted, 3 barrels of powder, 200 lbs. each, 1 barrel of powder, 100 lbs. 2000 shot, different sizes, 1500 eleven-inch shells, 300 hand grenades, not filled. W. HOSTE, Captain.

Vice-admiral Sir Edward Pellew has transmitted to John Wilson Croker, Esq. a letter from Captain Dickson, of H. M. S. Swiftsure, reporting the capture, off Cape Rousse, in the Island of Corsica, on the 26th of November, of the French schooner privateer Charlemagne, of eight guns, and 93 men, by the boats of the above ship, under the directions of Lieutenant William Smith.

The schooner had sailed from Genoa twenty-four days before, stored for a six months' cruize, and was availing herself of her sweeps to escape from the Swiftsure, when the boats were despatched in pursuit of her. On their approach, the enemy made every preparation for resistance, and reserved their fire till the boats had opened theirs, when they returned it in the most determined manner for some minutes, until the vessel was boarded on the bow and quarter, and instantly carried.

Captain Dickson commends, in very high terms, the gallantry of all the officers and men employed in the boats.

Mr. Joseph Douglas, midshipman, and four seamen, were killed; and Lieutenants Fuller and Harvey, Lieutenant Thompson, of the marines, Mr. Field, midshipman, and eleven seamen, wounded.

The loss of the enemy was about equal; the first and second captains of the privateer (both national officers) were severely wounded.

JANUARY 11.

Copy of a Letter from Rear-admiral Fremantle, to John Wilson Croker, Esq. dated on board H.M.S. Milford, Trieste, December, 1813.

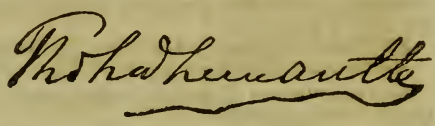
SIR,

I have the honour of enclosing a report from the Hon. Captain Cadogan, of H. M. S. Havannah, giving an account of the surrender of the very important fortress of Zara to the Austrian and British forces.

The judgment, perseverance, and ability shewn by him, on every occasion, will not, I am persuaded, escape their Lordships' observation.

Captain Cadogan, with the crews of a frigate and a sloop, has accomplished as much as required the services of the squadron united at Trieste.

I have the honour to be, &c.



SIR, *H. M. S. Havannah, before Zara, December 6*, 1813.

It is with great satisfaction I have the honour to inform you, that the fortress of Zara has this day capitulated to the combined Austrian and English forces, after sustaining a cannonade of thirteen days from the English batteries, consisting of two 32-pound carronades, eight 18-pounders, and seven 12-pound long guns, as well as two howitzers worked by Austrians.

As the courier which conveys this information will set out immediately, I shall defer entering into particulars until another opportunity, and confine myself to the general terms granted, which are, that the garrison are to march out with honours of war; to ground their arms on the glacis, and then to be conducted as prisoners of war, until exchanged, to the outposts of the nearest French army.

The outwork of the garrison to be occupied this evening by the Austrian troops, and the whole of the enemy to march out on the 9th, at ten A.M.

As soon as I can make ready a copy of the terms, I shall have the honour of forwarding them to you: in the mean time,

I have the honour to be, &c.

Rear-admiral Fremantle, &c. GEO. CADOGAN, Captain.

The letters, of which the following are copies, have been transmitted to John Wilson Croker, Esq. by Vice-admiral Sir Edward Pellew, Bart. commander-in-chief of his Majesty's ships and vessels in the Mediterranean.

SIR, *H. M. Sloop Swallow, at Sea, September 16*, 1813.

Being well in-shore at day-light this morning, between the Tiber and D'Anzo, a brig and xebeck were discovered between us and the latter harbour, and having light baffling winds at the time from the eastward, I thought the boats would have a chance of reaching them before they got into port, and they were despatched, under the direction of Lieutenant Samuel Edward Cook (first of the Swallow), assisted by Mr. Thomas Cole, mate, and Mr. Henry Thomas, midshipman, and after a row of two hours they came up with, and brought out from close under D'Anzo (from whence numerous boats, besides two gun-boats, had been sent to her

assistance, and kept her in tow till the moment of the boats boarding), the French brig Guerriere, of four guns and sixty stand of small arms.

There could not have been more steady cool bravery displayed than on this occasion. Lieutenant Cook speaks in the highest terms of every person with him.

I am sorry to say his loss has been severe, having had two seamen killed and four severely wounded in his boat, as you will find in the enclosed return. I have the honour to be, &c.

E. R. SIBLY, Commander.

To the Hon. Henry Duncan, Captain of H.M.S. Imperieuse, &c.

List of Killed and Wounded off D'Anzo, September the 16th, 1813, belonging to his Majesty's Sloop Swallow.

Killed.—Thomas Philips, ordinary seaman; N. Jones, ordinary seaman.

Wounded.—James Fitzgerald, ordinary seaman, severely; John Boyles, ordinary seaman, ditto; James Dorsey, able seaman, ditto; William Dixon, ordinary seaman, dangerously.

SIR, *H. M. S. Edinburgh, off D'Anzo, October 5, 1813.*

In obedience to your directions, I put to sea and joined Captain Duncan, of the Imperieuse, and the ships named in the margin,* this morning, off this place, where he had been watching a convoy for some days, with the intention of attacking them the first favourable opportunity. The necessary arrangements having been made by that officer for the attack, I added the force of this ship to it, and made the signal that those arrangements would be adhered to, and to prepare for battle. The place was defended by two batteries, mounting three heavy guns each on a mole; a tower to the northward of this with one gun, and a battery to the southward with two guns, to cover the mole. Every thing being prepared, at half-past one P.M. the ships bore up and took their stations as follows:—the Imperieuse and Resistance to the mole batteries; the Swallow to the tower; the Eclair and Pylades to the battery to the southward; the Edinburgh supported the last-named ships.

Shortly after the ships opened their fire, which they did by signal together, the storming party, under Lieutenant Travers, of the Imperieuse, and marines, under Captain Mitchell, landed in the best order close under the southern battery, which Lieutenant Travers carried instantly, on which the enemy flew in all directions: Lieutenant Mapleton having taken possession of the mole head, the convoy, consisting of twenty-nine vessels, was brought out without any loss, twenty of which are laden with timber for the arsenal at Toulon.

On leaving the place all the works were blown up, and most completely destroyed. I feel the destruction of the defences of this place to be of consequence, as it was a convenient port for shipping the very large quantity of timber the enemy now have on the adjacent coast. The captains, officers, and ships' companies, deserve my warm acknowledgment for their exertions on this occasion. A few shot in the hulls and rigging of the ships is the only damage done.

Captain Duncan informs me, that he gained very material and necessary information respecting this place, by a very gallant exploit performed a few nights ago by Lieutenant Travers, of the Imperieuse, who

* Resistance, Swallow, Eclair, and Pylades,

stormed, with a boat's crew, a tower of one gun, destroying it, and bringing the guard away.

I am, &c. G. H. L. DUNDAS, Captain.

To Captain Rowley, H M.S. America, Senior Officer.

SIR, *H. M. S. Furieuse, at Sea, October* 8, 1813.

I beg leave to acquaint you, that on the 4th instant, running along the coast to the island of Ponza, at one P.M. I observed a convoy of nineteen vessels in the harbour of Marinelo (about six miles to the eastward of Civita Vecchia), protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified castle and tower, and it appearing practicable to cut them out, as the wind was fair for that purpose, Lieutenants Croker and Lester, with Lieutenants Whylock and Davies, of marines, gallantly volunteered to storm the fort on the land side, with the whole of the marines and boats' crews, whilst the ship anchored before it, which service was promptly performed; and, after a few broadsides, I had the satisfaction of seeing the battery carried, and guns spiked, by our gallant party on shore. The enemy retreated, and took the strong positions of the castle and tower overlooking the harbour, where they kept up a constant fire of musketry through loop-holes, without the possibility of being dislodged; although I weighed and moved in, so that the whole fire of the ship was directed against it. Nothing could damp the ardour of the party on shore, who, together with Lieutenant Lester in the boats, lost not a moment in boarding and cutting the cables of sixteen vessels, under a most galling fire, two of which were sunk in the entrance of the harbour, and fourteen got out. I have to regret the loss of twelve brave men killed and wounded, which is less than might have been expected, as more than five hundred regular troops arrived from Civita Vecchia; but were kept in check in coming along, and forced to take a circuitous route, by a well-directed fire from the ship, which allowed sufficient time for all our men to embark.

It is now a pleasing duty to pay a just tribute of praise to the very gallant and determined conduct of Mr. Croker, first lieutenant, whose zeal on this and every other occasion merits my warmest commendation; and he speaks in the highest terms of admiration of the determined bravery of Lieutenants Lester, Whylock, and Davies, the petty officers, seamen, and royal marines under his command.

The whole of this service was most successfully accomplished in three hours, and fourteen vessels deeply laden got clear off, which I was obliged to take in tow, as their sails had all been unbent, and taken on shore to prevent our getting them out. I have the honour to be, &c.

WM. MOUNSEY, Captain.

The Hon. Henry Duncan, Captain of H.M.S. Imperieuse.

Killed.—William Wilson, ordinary seaman; William Chambers, marine.

Wounded.—Henry Wadby, captain of forecastle, very severely; William Govier, captain of foretop, ditto; Archibald Cowan, captain of maintop, ditto: William Hogg, seaman, ditto; John Thompson, seaman, ditto; Joseph Kempster, seaman, ditto; Samuel Rooker, marine, ditto; Christopher Weeks, marine, dangerously; William Vinnicombe, seaman, dangerously; Henry Luke, marine, ditto.

WM. MOUNSEY, Captain.
E. EVANS, Surgeon.

A List of Vessels captured.

Gun-boat Le Bacchus, 1 long brass 24-pounder and 4 swivels.
Gun-boat, name unknown.
Xebeck St. Antonio, pierced for 12 guns, 2 long 6-pounders mounted; and 13 settees laden with salt, tobacco, marble, and sundries.

WM. MOUNSEY, Captain.

SIR, *H.M.S. Revenge, off Palamos, November* 9, 1813.

I have the honour to inform you, that I discovered yesterday a French felucca privateer, in the harbour of Palamos, which Lieutenant Richards, senior lieutenant of this ship, handsomely offered to bring out. Upon reconnoitring the place, I did not observe any insurmountable impediments to the enterprise; consequently, at half-past eight P. M. I gave him the boats of this ship, aided by Lieutenant Blakiston, Captain Speerin (and a detachment of royal marines under his command), and Messrs. Quelch, Rolfe, Fisher, Mainwaring, Harwood, Munbee, Fraser, Maxwell, Buchanan, and Davey, master's mates and midshipmen; and I have the satisfaction to state, that they completely achieved their object at eleven P.M. without an officer or man being hurt; and at one o'clock brought alongside their prize, with twenty prisoners out of forty-nine, the others having jumped overboard; and it is a very gratifying part of my duty to inform you, that Lieutenant Richards highly commends the good conduct and gallantry of every officer and man under his orders.

I have the honour to be, &c.

J. CORE, Captain.

To Vice-admiral Sir Edward Pellew, Bart. &c.

SIR, *H. M. S. Undaunted, off Port Nouvelle, Nov.* 9, 1813.

I have the honour to report to you, that the port of Nouvelle was attacked to day, and the batteries stormed in the most gallant manner by Lieutenant Hastings and Lieutenant Hunt, of the marines, the whole under the command of Lieutenant Hownam, senior lieutenant, who speaks in great praise of the officers and men of this ship, and those of the Guadaloupe, under the command of Lieutenant Hurst, and Mr. Lewis, master.

The vessels as per margin * fell into our hands.

I should be wanting in duty, if I did not express my high sense of the discretion and gallant conduct of the officers and men of this ship, who, in the short time she has been under my command, have taken or destroyed, principally in the boats, seventy of the enemy's vessels, and with comparatively a very small loss.

It affords me great pleasure to state that only one man was wounded.

I have the honour to be, &c.

THOMAS USHER, Captain.

Vice-admiral Sir E. Pellew, Bart.

Vice-admiral Sir Edward Pellew has also transmitted to John Wilson Croker, Esq. a letter from Captain Hamilton, of H. M. S. Rainbow, dated off Madalena, the 11th September, stating that her boats, under Lieutenant Coffin, had captured, in the Bay of Ajaccio, two lattine vessels, one having on board a lieutenant and several men of the 2d battalion of French pioneers; and the other laden with wheat: And one from Captain Hole,

* Vessels captured, 2; destroyed, 5.

of H. M. sloop Badger, dated off Port Mahon, the 30th October, giving an account of his having captured L'Aventure French privateer, of two guns and 28 men, out four days from Barcelona, and had not taken any prize.

JANUARY 12.

Lieutenant Kneeshaw, commanding his Majesty's gun-vessel Piercer, this day arrived at this office with despatches, of which the following are copies and extracts, addressed to John Wilson Croker, Esq. by Captain Farquhar, of H.M.S. Desirée.

SIR, *H. M. S. Desirée, off Gluckstadt, 6th January*, 1814.

I have the honour to transmit to you, for the information of my Lords Commissioners of the Admiralty, copies of two letters which I have written to Admiral Young, relative to the operations of his Majesty's squadron under my command, before the fortress of Gluckstadt, and the surrender of the same by capitulation, on the 5th instant.

I have the honour to be, &c.

J. W. Croker, Esq. &c. ARTHUR FARQUHAR.

SIR, *H. M. S. Desirée, off Gluckstadt, 2d January*, 1814.

In my letter of the 23d ult. I had the honour to acquaint you with the arrival of H. M.S. under my command at this anchorage, and squadron as per margin,* for the purpose of co-operating with a detachment of the Crown Prince of Sweden's army, under the command of General Baron de Boye, in the reduction of the fortress of Gluckstadt.

On the 23d ult. six 32-pounders were landed, to be formed into a battery, assisted by a party of seamen and marines of this ship, under the command of Captain Green, Lieutenants Haultain and Archer, and Mr. George Richardson, midshipman. On the 25th, two guns only were in battery, which were intended to flank the pier head and enemy's gun-boats: from the extreme badness of the roads, the officer in command of the engineers did not prepare for more, conceiving that those, in a joint attack, might prove sufficient.

I have already stated, in the before-mentioned letter, that there was not sufficient water to enable the Desirée to approach within gun-shot of the fortress: to obviate this misfortuue as much as possible, I deemed it expedient to strengthen our attack, by putting two long 18-pounders from this ship into each brig. On the evening of the 25th, I ordered the gun-boats to cannonade the town. On the following morning, a general attack was made by the brigs and gun-boats, under the immediate direction of Captain Marshall, which was kept up with great spirit the principal part of the day, and did the enemy considerable injury in the fortress, as well as sinking one of his gun-boats.

On the 27th the attack was renewed with equal spirit and effect, and continued on the morning of the 28th. Finding, however, the fire from the fortress still continued extremely heavy and well directed, both to the sea and land, it was resolved, without delay, to strengthen our batteries; and, for that purpose, I lost no time in landing two long 18-pounders from the ship, and two mortars taken from the enemy at Cuxhaven.

Having on the 31st completed our batteries, consisting, the first of two long 18-pounders, served with red hot shot; the second of four 32-ponders; and the third, of two mortars, exclusive of those of the co-operating land

* Shamrock, Hearty, Blazer, Piercer, Redbreast, and gun-boats, No. 1, 2, 3, 4, 5, 8, 10 and 12.

force; on the morning of the 1st instant, a most tremendous attack was made on the enemy's works, both by sea and land, and continued until this night; but, notwithstanding the town was fired in several places, the garrison still returned a very spirited and determined opposition.

Ascertaining from the appearance of the town, and the information of numerous deserters, that the enemy have suffered severely by the late attack, it is my intention, in conjunction with the general commanding the land-forces, to send a flag of truce to morrow, to summon the fortress, which I hope will be attended to.

I have the honour to be, &c.

A. FARQUHAR, Captain.

William Young, Esq. Adm. of the White, &c.

SIR, *H.M.S. Desirée, off Gluckstadt, Jan.* 6, 1814.

In my letter of the 2d instant, I had the honour of laying before you an account of the operations of his Majesty's squadron under my command, from the 25th ultimo, in the siege of the fortress of Gluckstadt, and that I intended next day to send a flag of truce, and again make proposals for the surrender of the place, which had already suffered most severely from a heavy bombardment by land and water.

I have now, Sir, the honour to acquaint you, that, on the 4th, the garrison was summoned, but the governor's answer (that he might be allowed time to send to his sovereign at Copenhagen) being inadmissible, I again ordered the squadron to advance to the attack. Negociations were then happily set on foot, and I have now the greatest satisfaction in informing you, that yesterday this extremely strong fortress, which has been several times besieged by powerful armies, but never carried, has, at length, after an investment of sixteen days, and a most effectual bombardment of six, surrendered to a division of the Crown Prince of Sweden's army, under the command of the general of division Baron de Boye, and that of his Britannic Majesty's squadron under my command, as per margin.* But in justice to the governor and garrison of Gluckstadt, I beg to state, that they defended their post as brave men, and that the cause of humanity appears to have determined the governor to surrender.

The city has suffered much by fire, as well as in deaths, and I firmly believe, a few days bombardment would have entirely destroyed it. On the night of the 2d and 3d, we had two eighteen-pounders, and two thirty-two pounders within point blank, constantly at work with red-hot shot, besides the mortar and rocket battery, which caused immense destruction, and kept the city in constant flames. The terms of capitulation and surrender I have now the honour to enclose; a list of guns, stores, and ammunition, in the fortress has not yet been obtained; nor of armed vessels, except the flotilla, consisting of seven gun-boats, and one gun-brig.

I have now a most pleasant duty to perform, in expressing my best thanks and praise of the conduct of Captains Marshall, Banks, and Rose, Lieutenants Kneeshaw, and Sir G. Keith, and all the other officers and men employed in this most arduous service, both by land and water, at this inclement season of the year.

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* Desirée; Shamrock, Captain Marshall; Blazer, Captain Banks; Hearty, Captain Rose; Piercer, Lieutenant Kneeshaw; Redbreast, Sir George Keith, Bart. Gun-boats—No. 1, Lieutenant Hammer; No. 2, Mr. Thomas Riches, mate; No. 3, Lieutenant Seale; No. 4, Lieutenant Tullock; No. 5, Mr. John Hallowes; No. 8, Lieutenant Soper; No. 10, Lieutenant Romney; No. 12, Lieutenant Henderson.

I beg to enclose a list of killed and wounded belonging to the squadron, and which has been almost miraculously small, considering the continuance of the bombardment, exposed to upwards of thirty pieces of heavy artillery; nor has the squadron been materially damaged; both brigs and gun-boats have received a considerable number of shot in their hulls, and rigging much cut. Nos. 1 and 12 gun-boats were dismasted, but the damage has been immediately replaced. The squadron is again in an effective state.

The unanimity of the army and navy has been such as could not fail to ensure success; I am most particularly obliged to General Baron de Boye for his marked kindness and attention to all my wishes, as also to the exertions of his officers and men in forwarding the public service.

I have, &c.

Wm. Young, Esq. Adm. of the White, &c. ARTHUR FARQUHAR, Capt.

CAPITULATION *of the Fortress of Gluckstadt, as agreed to by the undermentioned Parties, the Commanders of the Allied besieging Forces, by land and by water, and the Commandant of the Garrison in the Fortress.*

1st. The troops comprising the garrison of Gluckstadt, naval and military, shall march out of the fortress with drums beating and colours flying, and proceed to Itzehoe the first day, and to Kelinhausen the second, where they will remain for the further orders of his Royal Highness the Crown Prince of Sweden, as to the port from whence they are to proceed to Sonderburg, in the island of Alsen.

2d. The garrison shall retain their arms, baggage, their provision waggons, and empty powder waggons; they shall not serve against the allied armies, either by land or sea, for the space of one year and one day.

3d. All officers of the garrison, naval, military and civil, shall retain all their private property, and have every assistance from the allies, in the transport of their baggage, &c. &c.

They shall keep their horses also, and every thing that belongs to them individually.

4th. The allied forces will give provision to the garrison until they shall arrive at Sonderburg, or the island of Alsen.

5th. The cavalry in the garrison shall retain their horses, arms, and baggage.

6th. The horse artillery, consisting of five three pounders brass guns, with empty powder waggons, shall march with the garrison.

7th. All private property shall be respected, and all persons who have left the garrison shall be permitted to return to the fortress with their effects.

8th. All the papers belonging to the garrison shall be retained by them, excepting the plans of the fortress of Gluckstadt.

9th. All the gun boats belonging to the garrison shall be given up to the allied forces, in the state in which they now are.

10th. All the ordnance, ammunition, stores military and naval, shall be given up to the allies, and commissaries shall be named by each party to take inventories of the same.

11th. The officers having civil employments, shall be allowed to remain in the fortress until further orders.

12th. The wives and children of all military, naval, and civil officers, shall be allowed to follow them with their property; and every assistance shall be given in transporting them and their effects, to their husbands. The necessary aids in money, &c. shall be supplied them on their journey for this purpose by the allies

13th. The sick and wounded shall remain in the hospitals, and be taken

care of by the Danish surgeons at the expence of the allies; when cured they shall be sent to join the garrison.

14th. The foregoing articles shall be signed and ratified on the 6th of this month; and the allied troops shall this evening take possession of the Ravelin of Krempe Thor with a guard of six men, the garrison likewise placing a guard of six men at the advanced posts of the allies: the keys of the fortress shall be given up as soon as these articles shall have been ratified, (the same to be drawn up in triplicate) and the undersigned commanders shall bind themselves by their words of honour to a strict observance of them.

Concluded in Gluckstadt and Lubehessucht, before Gluckstadt, the 5th Jan. 1814.

GUSTAVUS BARON DE BOYE, Major-General.
ARTHUR FARQUHAR, Commanding the British Squadron in the Elbe.
CERNIKOFF, Major-General, and Commandant of the Fortress of Gluckstadt.

List of Killed and Wounded on board H.M. Squadron off Gluckstadt, between the 25th ultimo, and 4th instant.

BLAZER.—*Killed.*

John M'Evoy, ordinary seaman, belonging to Desirée; William Jackson, captain of the foretop.

Wounded.—Lawrence Anderson, able seaman, belonging to Desirée.

HEARTY.—*Wounded.*

James Rose, captain; Richard Hunt, midshipman; John Riches, clerk; William Stanford, pilot; John Batters, captain of the maintop; B. Brown, able seaman; George Wood, captain of the fore-top; Richard Riches, ordinary seaman; Edward Jefferies, private marine.

REDBREAST.—*Killed.*

Lewis Triko, seaman.

Wounded.—William Morse, boy.

BATTERY ON SHORE.—*Wounded.*

John Anderson, yeoman of the sheets, belonging to Desirée.

GUN-BOAT, NO. 2.—*Wounded.*

Charles Barrett, boy, 2d class, belonging to Desirée; Samuel Sharp, seaman; D. M'Carthy, seaman; N. Clerk Smith, seaman, belonging to Desirée.

ARTHUR FARQUHAR, Captain.

Return of Brass and Iron Ordnance taken by the allied Forces in the Fortress of Gluckstadt, on the 6th January, 1814.

Brass Guns.

8 twenty-four-pounders, 4 eighteen-pounders, 21 twelve-pounders, 22 six-pounders, 19 four-pounders, 4 three-pounders, 2 two-pounders. Total, 80.

Iron Guns.

11 eighteen-pounders, 22 twelve-pounders, 2 eight-pounders. Total—35.

Howitzers.

4 brass five-and-half inch, 4 brass four-and-two-fifths-inch, 4 iron ditto. Total—12.

Mortars.

3 brass thirteen-inch, 6 brass ten-inch, 6 brass five-and-half inch, 1 iron ten-inch, 2 iron five-and-half-inch, 16 four and two-fifths inch cohorn mortars.——Total, 34.

Grand Total—161 iron guns, mortars, howitzers, brass guns, &c. with carriages to each gun, and two magazines, containing an immense quantity of ammunition, stores for military purposes, &c.

AMHERST WRIGHT, Lieutenant commanding English Rocket Brigade.

List of Vessels captured, recaptured, and detained by His Majesty's Ships and Vessels under the Orders of Admiral Lord Keith, K. B. not before reported.

French chasse marée La Roze, of 32 tons and 5 men, from Bourdeaux, bound to Nantes, captured by the Belle Poule, September 20, 1813. French chasse L'Ambition, of 25 tons and 3 men, from Bourdeaux, bound to Rochelle, captured by the Belle Poule, same date. Spanish ship Marquess de la Romana, of 270 tons and 19 men, from the Havanna, bound to Cadiz, recaptured by the Hotspur, October 4, 1813. French brig St. Anne, of 160 tons, captured by the Sultan (Ajax, Hotspur, and Goldfinch in sight), October 18, 1813. French chasse marée La Julie, of 40 tons and 5 men, from Bourdeaux, bound to Brest, captured by the Ajax, October 22, 1813. English ship Betsey, of 2 guns, 256 tons, and 19 men, from Bristol, bound to St. Vincent, recaptured by the Eurotas, October 26, 1813. English ship Avon, of 260 tons and 18 men, from Bristol, bound to Tobago, recaptured by the Eurotas (Clarence in sight), October 27, 1813. Spanish sloop Gaditaine, of 96 tons and 6 men, from the Havanna, bound to Cadiz, recaptured by the Revolutionare, November 5, 1813. English ship Wolfescove, of 2 guns, 364 tons, and 20 men, from Quebec, bound to London, recaptured by the Briton (in sight of the Brest squadron), December 1, 1813. French sloop L'Adele, of 29 tons and 4 men, from St. Maloes, bound to Brest, captured by the Madagascar, December 8, 1813. English brig Liberty, of 219 tons and 12 men, from St. Lucar, bound to London, recaptured by the Briton, December 12, 1813. English brig Watson, of 200 tons and 10 men, from Quebec, bound to London, recaptured by the Briton, December 13, 1813. American brig Squirrel, of 2 guns, 169 tons, and 17 men, from Arcasson, bound to New York, captured by the Belle Poule, December 14, 1813. French sloop L'Heureuse Marie, of 100 tons and 6 men, from Bourdeaux, bound to Morlaix, captured by the Eurotas, December 15, 1813. English brig Racehorse, of 200 tons and 10 men, from Newfoundland, bound to Dartmouth, recaptured by the Derwent, December 19, 1813. English snow Fanny, of 2 guns, 192 tons, and 8 men, from St. John's, bound to Gibraltar, recaptured by the Eurotas, December 25, 1813. American schooner Antoinette, of 2 guns, 240 tons, and 20 men, from Philadelphia, bound to Bourdeaux, captured by the Royalist (in sight of Basque Roads squadron), December 18, 1813.

(Signed) - KEITH, Admiral.

JANUARY 18.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Tobin, of H.M.S. Andromache, giving an account of his having, on the 20th of last month, captured, off Arcasson, the French national schooner Prospére, carrying five guns (pierced for eighteen), and sixty men, and commanded by an enseigne de vaisseau.

Promotions and Appointments.

Lieutenant-colonel Miller, R.M. to supersede Colonel Foley, as inspecting field-officer in the London district.

Lieutenant-colonel Lee, to command the division of royal marines now blockading the fort of Batz, in South Beveland.

Dr. W. M'Donald, to be surgeon to prisoners of war at Halifax, Nova Scotia.

Mr. O'Brien, to be dispenser of the Naval Hospital at Halifax, *vice* Hume, superseded.

Captains, &c. appointed.

Captain Wainwright, to the Asia; R. Raggett, to the Tonnant; Sir Jahleel Brenton, Bart. to be commissioner of the naval yard at Port Mahon; C. J. Johnstone, to the Scarborough; William Wilkinson, to the Monmouth; Henry Weir, to the Thais; R. Russel, of the Snipe, to the Espoir; Provo William P. Wallis, late the lieutenant of the Shannon, to the command of the Snipe sloop; G. W. Wills, to the Bacchus; J. Christian, to the Leveret; J. Forbes, to the Erebus; W. Evans, to the Cadmus; R. B. Bowden, to the Gorgon hospital ship; John Coode, to the Porcupine, the flag-ship of Admiral Penrose; William Nowell, to the Weazle; Lord George Stewart, to the Newcastle; C. Dillon, to the Horatio; Hon. J. Spencer, to the Carron.

Captain Norborn Thompson has been appointed to the Aboukir, *vice* Captain George Parker, removed to the Bombay.

Lieutenants, &c. appointed.

James Athil (1), to the Venerable; Edward Andrews (1), to the Centaur; Henry Bird, to the Elephant; James Blandford (2), to the Archer; James B. Boyd, to the Hydra; Francis Bligh, to the Challenger; Jeremiah Brown, to the Porpoise; Thomas Boardman to the Superb; Robert Bruce, to the Dover; R. P. Brereton, to the Leopard; Moses Crawford, to the Corso; Thomas William Charlton, to the Cadmus; George Cheyne, to the Woodlark; William Henry Dixon, to the Devastation; John Elwin, to the Penguin; James Eikie, to the Cumberland; James W. Eagle, to the Podargus; W. E. Fiolt, to the Leander; Henry Garrett, to the Medway; Lewis Grant, to the Talbot; Robert Gore, to the Orion; C. R. Gordon, to the Colombra; Richard Hambly, to the Orestes; William Jacobs, to the Bulwark; Alexander Ingram, to the Cumberland; John Kerr, to the Scarborough; Magnus M. Kelly, to the Antelope; Thomas Edward Knight, to the Devastation; Nagle Lock, to the Asia; Edward Luscombe, to the Leopard; Thomas Lenthorne, to the Dover; Duncan M'Donald, to the Asia; Montague Montague, to the Puissant; G. M. St. John Mildmay, to the Leander; George Maule, to the Zephyr; John M'Dougall (2), to the Leander; Thomas Mackenzie, to the Renard; William Ody, to the Rinaldo; W. Phipps, to the Brevdageren; J. J. Parr, to the Venerable; W. G. Roberts, to the Asia; George Sayer, to the Zealous; Charles Tamm, to the Penelope; John Toone, to the Elk; George Thomas (2), to the Erebus; George Williamson, to the Ceylon; David Wilson, to the Calliope; Michael Wrayford, to the Asia; Edward Yowell, to the Orestes; Lieutenant R. Finnis, to the rank of commander; W. Marley, to the rank of commander; Mr. G. Syme, to be a lieutenant; H. T. Lancaster, to be lieutenant of the Hibernia; Mr. S. Weddle, midshipman, to be a lieutenant; and Mr. Robert T. Brush, to be a lieutenant; P. Fitzgibbon, to the Myrmidon; J. S. Smith, to the Terror; B. Mansell, to the Saturn;

W. Richards, to the Penelope: F. Sykes and ——— Anthony, to the rank of commanders; T. Banks, of the Blazer, to be a commander, and to retain the command of that vessel; Joshua Kneeshaw, to be a commander, and to retain the command of the Piercer; James Cole, to be agent for transports at Port Mahon; N. Duff, to be flag-lieutenant to Sir Alexander Cochrane; H. Davis, to the Seahorse; A. Darley, to the Belle-rophon; C. Earle, to the Nemesis; G. Green (1), to the Steady; T. D. Lauzan, to the Dannemark; G. Mortimer, to the Venerable; S. Malbon, to the Asia; J. Moffatt, to the Myrtle; H. Leeds, to the Bulwark; Hon. G. Trefusis, to the Ethalion; Messrs. H. B. Dobson, P. Holroyd, and J. Sommerville, to the rank of Lieutenant, the former to the Royal Sovereign; J. H. Belliars, to be a lieutenant.

Lancelot Cooper, Esq. to be secretary to Admiral Linzee; W. Balhatchet, Esq. to be secretary to Sir Alexander Cochrane; Mr. Dyer, to be secretary to Admiral Penrose.

Lieutenant-colonel Miller, R.M. to supersede Colonel Foley, as inspecting field-officer in London.

Mr. Seaton, to be builder of the Naval Yard at Bombay.

Mr. Helby, to be boatswain of Sheerness Yard.

Rev. E. Beatty, to be chaplain of the Rodney.

Masters appointed.

Thomas Stokes, to the Serapis; W. Balliston, to the Tonnant; L. John (2), to the Podargus; J. Crear, to the Cherokee; T. Johnson, to the Asia; H. Lanyon, to the Venerable; J. Caiger, to the Woodlark; W. Owston, to the Superb; T. Pierce, to the Vulture; J. Lewis, to the Briton; M. Richards, to the Fortunée; T. Jay, to the Magnificent; J. Britton, to the Hotspur; J. Bruce, to the Lyra.

List of Midshipmen passed for Lieutenants.

Sheerness.—G. A. Rix, H. G. Kellock, G. Cole, B. Andrews, S. King, W. Baker.

Portsmouth.—J. Newton, J. Strong, F. Gordon, J. Pearson, A. Kennedy, T. L. Crooke, J. Rawstone.

Plymouth.—W. Ward, P. Peterie, C. H. Sullivan, J. Coombe.

Surgeons, &c. appointed.

W. B. Smith, to the Renown; Robert Shand, to the Medway; William Gough, to the St. George prison ship; William Dixon, to the Dover; James Kennedy, to the Devastation; John Greig, to the Crescent; John P. O'Bierne, to the Temeraire; Charles Thomas, to the Neptune; Henry Smith, to the Oiseau; Henry Ewing, to the El Firme; Francis Johnstone, to the Defiance; William Ray, to the Porpoise: Mark Thompson, to the Sheerwater; George Grant, to the Success; James Arnott, to the Mutine; Thomas Thomas, to the Espoir; R. M. Ford, to the Colombra; Walter Steel, to the Carnation; Thomas Hanna, to the Montague; George Thompson, to the Drake; Henry Barnes, to the Rinaldo; Mark Thompson, to the Blossom; Samuel Morrison, to the Sheerwater; James M'Fernan, to the Cleopatra; Hugh Stewart, to the Leander; E. Grimstone, to the Tonnant; William Hyndman, to the Asia; T. Sankey, to the Briseis; C. Carter, to the Guadaloupe; James Seniby, to the Harrier.

Assistant-Surgeons, &c. appointed.

H. B. White, to be hospital mate at Mill Prison; T. A. Muller, to Porchester Castle; John Beatty, to the Zealous; Robert Gomby, to the Ele-

phant; Andrew Montgomery, to the Leander; George Sibbald, to the Camel; John Hewetson, to the Renown; Edmund Finucane, to the Medina; John Reid, to the Venerable; William Griffith, to the Centaur; Michael M'Ennally, to the Illustrious; Patrick Maguire, to the Buffalo; James Clarke, to the Chesapeake; William Cannon, to the Sealark; Rich. Smith, to the Serapis; Francis Hyndman, to the Clinker; H. Hollyman, to the Protector; M. Kelly, to the Myrmidon; Archibald Blacklock, to the Asia; James Burnside, to the Warrior; Henry Carter, to the Royal Sovereign; Lawrence Lacy, to the Growler; David Nimmo, to the Royal Sovereign; W. T. Llewelyn, to be hospital mate at Haslar; W. J. Hoggan, to the Bellerophon; John Knox, to the Superb; James Kay, to the Quebec; James Stewart, to the Monmouth; James Fry, to the Ceres; William Guland, to the Halifax.

BIRTHS.

At Portsea, the lady of Lieutenant Davidson, of H.M.S. Gladiator, of a daughter.

The lady of Captain Austin, of H.M.S. Elephant, of a daughter.

Lately, of a still-born daughter, Lady Andover, wife of Captain Henry Digby, R.N.

At Bath, the lady of Captain Rooke, R.N. of a son.

On the 12th of January, the lady of Admiral Robert Murray, commander-in-chief at Yarmouth, of a daughter, which died on the following day.

MARRIAGES.

Lately, at North Yarmouth, Captain G. G. Willes, to Ann, second daughter of Sir Edmund Lacon, and sister of E. Lacon, Esq. member for that place.

Lately, at Plymouth, Lieutenant Ford, royal marines, to Miss Payne.

Lately, Captain G. Bell, to Miss Ball, of Falmouth.

At St. John's, Newfoundland, on the 21st November last, Lieutenant D. Brisac, royal marines, to Miss C. Graves, of the British Coffee-house at that place.

On the 1st January, Captain May, R.N. to Miss Flamank, of Newton Abbott, of Devon.

DEATHS.

On the 11th November, was drowned, by falling from the fore topsail-yard of H.M. sloop Fantome, when in chase, Mr. William Henry Cotterell, midshipman of that vessel, and second son of Mr. Charles Cotterell, of Portsmouth.

Lately, at Halifax, Lieutenant Brand, R.N.

On board the Resistance, on his passage to England, of a consumption, Lieutenant David Rory, royal marines.

Lately, in the naval hospital at Haslar, of a consumption, in the prime of life, Captain Tillard, late commander of the St. Juan.

Lately, Lieutenant Charles Hill, formerly of H.M.S. Rota.

November 24th, on board the Unité frigate when returning from Sicily to England, for the benefit of his health, in his 31st year, Joseph Smith Esq. eldest son of Thomas Smith Esq. of Stoke-Newington, Middlesex. This gentleman originally entered a professional career connected with the navy, under the auspices of Admiral Sir Sidney Smith; whom he accompanied as secretary to the Mediterranean in the beginning of the year 1806, when that officer hoisted his flag on board his H. M. S. Pompée. The same patronage soon after operated his introduction to the diplomatic line as secretary of legation, and, eventually, *chargé d'affaires*, at the court of Sardinia, for which office he proved himself eminently qualified, and discharged its functions with honor to himself and advantage to the public service. His private life was equally adorned by every endearing virtue, as his public character was marked by talent, and his death is a subject for real regret. He had for some years resided at the Sardinian capital (Cagliari), where his remains were deposited with every mark of respect shewn to his memory not only by his own countrymen, but by all the foreign ministers at that station, and nearly the whole population of the city. To prevent confusion it is proper to add that no consanguinity existed between Mr Smith and his early patron Sir Sidney which similarity of name might otherwise induce a supposition of. S

At Sunday's well, near Cork, Miss Drury, sister of the late Admiral Drury.

Lately in Spain, Lieut. Carrol, brother of the brave Capt. Carrol, of the royal navy, and youngest son of Dr. Carrol, of Bath.

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*Copy of a Letter from Captain Brace, of H. M. S. Berwick, on the Mediterranean station, to W. M. Pitt, Esq. member for Dorsetshire, on the occasion of the recent death of Lieut. Henry Johnston Sweedland, First of that Ship, who, after succeeding in taking Fort Negage, fell in the arms of Victory.**

"MY DEAR SIR, "*Berwick, at Sea, Dec.* 12, 1813.

"It is my painful task to have to communicate unpleasant News, and to intrude the unwelcome office of breaking it to your friend, who, I trust, will have firmness of mind enough to meet the severe shock he will receive on hearing of the death of his son, who, poor fellow, stood unrivalled in my opinion as an officer, and from his amiable manners endeared himself to me as a man. It will be some consolation to his afflicted friends to know, that he died in the most gallant manner, in the service of his country; after taking Fort Negage, he was in the act of firing his pistol at an officer on board one of the schooners, when he received the fatal ball through his head. He was beloved and adored by his shipmates, and I am sure he will be lamented by all that knew his worth. I must conclude this distressing subject, and remain, my dear Sir, your sincere and obliged servant,

(Signed) "J. BRACE."

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* Lieutenant Sweedland is the same gallant young officer, who, only a few months ago, as stated in the Gazette, succeeded in capturing or destroying two and twenty of the enemy's vessels, with the corvette that protected them, and with the loss of only one man; on which occasion an equally handsome testimony was borne by his Captain on the manner of his conducting this enterprise.—Lieut. Sweedland was the eldest son of Sir Charles Sweedland of St. Helen's-place, and it may with truth be said, that, in his premature death, the navy has lost one of its ornaments, his country a real patriot, his King a most loyal subject, and his disconsolate family a source of joy.

Alexander Frazer Esq.r
Rear Admiral of the White Squadron.

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BIOGRAPHICAL MEMOIR

OF

ALEXANDER FRASER, Esq.

REAR-ADMIRAL OF THE WHITE SQUADRON.

———"Oh, it much imports you, 'tis your all,
To keep your trade entire, entire the force
And honour of your fleets."———THOMSON.

THE subject of this memoir is descended from, and connected with, the most ancient family in Scotland; his father being the 6th in lineal descent (by the Strichen branch) from Alexander, the 5th Lord Lovat, who died in 1558; and his maternal grandmother was eldest daughter of John Hamilton, Esq. of Gilkerscleugh, descended from the 1st Marquis of Hamilton, (the 2d daughter was mother to that eminent judge, the late Lord Braxfield).

In the year 1760, when only 9 years of age, the late Admiral George Gayton, then commanding the Fly sloop, being in Shetland, where his father was surveyor of H. M. Customs, finding in the boy a desire to go to sea, kindly took him under his protection; and during the continuation of that war behaved to him in all respects as a father. With Captain Gayton he was at the siege of Belleisle, and also in Basque Road,* when the praams from the river Charente attacked the squadron off Aix.

At the conclusion of the war he returned to Edinburgh, where he continued, to finish his education, until the end of 1767; when, his predilection for the sea service continuing, he went, as midshipman of the Mermaid frigate, to America, and remained in her three years; and then went acting lieutenant of the Bonetta sloop, commanded by Captain (the late Admiral) Matthew Squire, who had been lieutenant of the Mermaid, and had a particular regard for Mr. Fraser.†

* See a chart of this Road, N. C. Vol. XXI.

† During four years on this station, he had opportunities of acquiring a considerable knowledge of the whole coast and harbours of America, from the Gulph of St. Lawrence, to Georgia and the Bahama Islands.

Returning to England in the winter of 1772, he passed for lieutenant at the Navy Office, March, 1773, and in June the same year was ordered on board the Royal Oak, 74, at Spithead, where a fleet had been assembled, and was then to be reviewed by his Majesty.* Not having the good fortune to be in the number of the successful candidates for promotion which took place on that occasion, he remained in the Royal Oak till the autumn of 1774, when he went again to America, acting additional lieutenant of the Scarborough, of 20 guns, Captain Andrew Barclay.†

When hostilities with America broke out, it was thought fit to destroy some of their sea-port towns, and the late Captain Henry Mowat, in the Canceaux, being entrusted with the execution of this service, for which he had a small squadron, and 200 additional marines embarked, Mr. Fraser was ordered on board the Canceaux as lieutenant. The town of Falmouth being the first object, Mr. Fraser was sent on shore with a flag of truce, offering to spare the town, on the condition of delivering up all their arms, and giving hostages in the mean time: this not being complied with, a bombardment took place, by which a great part of the town was reduced to ashes; and Mr. Fraser, with a party of seamen and marines, landed to set fire to such parts as could not be destroyed from the ships: in effecting this, he was a good deal annoyed by the Americans from behind hedges, &c.; but, being covered by the ships, he reimbarked the whole party, having only

* Although sent down recommended by the late Earl of Bristol, then Admiral Harvey, and one of the Lords of the Admiralty, it was some time before Captain Balfour could obtain permission from the commander-in-chief (Sir Thomas Pye) to receive him on board the Royal Oak; an order having been issued from the Admiralty, that, at the ensuing review, no captain should have on his quarter-deck more young gentlemen than the *rated* number. The consequence was, that every ship discharged perhaps from six to ten young men, most of whom had passed for lieutenants, and who never returned to the service: a loss which was severely felt for years afterwards.

† The late Captain John Hutt, who was unfortunately mortally wounded on board the Queen, the 1st of June, 1794,* was lieutenant of the Scarborough; between whom and Mr. Fraser an intimate friendship began at this time, which continued without interruption till the death of that excellent officer.

* See N. C. Vol. I.

a few wounded. In this service he was assisted by the late Captain John Elphinstone, and D'Auvergne, Prince of Bouillon, both at that time midshipmen.*

Admiral (Lord) Shuldham,† soon after, superseding Admiral Graves in the command, Mr. Fraser found himself strongly recommended to his Lordship for promotion, by some friends who had claims on his attention, and he removed from the Scarborough to the Chatham; when, during the whole ensuing campaign of 1776, he was constantly employed in the flat boats at Long Island, New York, &c. and particularly at the taking of Fort Washington, where he led one of the divisions of boats in which the light infantry were embarked, and which were exposed to a very galling fire of grape and musketry, while waiting for the flowing of the tide to proceed up the creek; on this occasion he had two killed and several wounded in his boat; and it is remarkable, that the two killed were of the boat's crew consisting only of 10, whereas the number of troops was 60.

Lord Shuldham returning now to England in the Bristol, having been some time superseded in the chief command by Lord Howe,‡ Mr. Fraser returned with him, without having obtained the promotion which he had strong reasons to expect from his Lordship.

In the following year (1777), Lord Sandwich, then at the head of the Admiralty, gave him his first confirmed commission, with the flattering compliment,—that it was for his services in

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* DEAR SIR,

I beg pardon for having so long delayed returning you Mr. Fraser's most distinct journal. I am persuaded he is very deserving, and shall be happy if the enclosed letter for Sir Peter Parker proves of any advantage to him, which you will please cause forward to Mr. Fraser, and desire him to deliver to Sir Peter himself. I am, &c.

To John Syme, Esq. Edinburgh. KEITH STEWART.

Sir Peter Parker was also at this time in America.

† See N.C. Vol. XXIV.

‡ This nobleman, who paid every regard to merit wherever he found it, having much approved of the conduct of the flat boat service, caused it to be intimated to those gentlemen of Lord Shuldham's quarter-deck who had passed, that he would receive on board the Eagle such of them as chose to remain in America; and would promote them, next to those of his own quarter-deck who came from England with himself. Several accepted the offer; others declined it.

America. The appointment was to the Hector, 74, Sir John Hamilton. The next year, June 1778, Lieutenant Fraser was ordered to take charge of La Licorne French frigate, detained by the Hector, and carried her into Portsmouth harbour.* On the 27th July following, he was present in the action of Mr. Keppel† with D'Orvilliers; in which the Hector, being of the van division, had little share. The Hector continued in the Channel Fleet until 1779, when she was ordered to the West Indies with Sir George Rodney, and carried down a convoy to Jamaica. Lieutenant Fraser had then become first, and soon after had an opportunity of seeing the intrepid conduct of Captain (Admiral) Cornwallis,‡

* It is but justice to the memory of the Chevalier de Belizal, who commanded La Licorne, to state here, that his conduct was much misrepresented, or, rather, the circumstances exaggerated, at the time; it being said, that he wantonly fired a broadside into Lord Longford's ship, the America, at the moment he hauled down his colours, and while his Lordship was actually speaking to him on the gangway. The fact is, on a general chase the day before, La Licorne had refused to bring-to for the Milford, Sir William Burnaby, until the Hector arriving up fired a shot over her; when Sir John Hamilton, without sending a boat on board, hailed and ordered her to lie by the Hector all night, until the admiral's pleasure was known. The Hector and America continued near her (by order) until daylight, when she was *hailed by the Hector*, directing her to tack, and stand towards the fleet, then at several miles distance. The wind was very light; and when the Hector had tacked, observing La Licorne did not do so, as she had been directed, a shot was fired across her: on the instant, every gun in La Licorne was discharged, but at no particular object, and her colours, which had been up all night, hauled down. That there was no premeditated design of firing into the America is plain, from there being no object on the one side (though all the guns were fired), and the America was a considerable distance on her lee quarter, and certainly not then within hail; though it is true, that one or two shot accidentally struck her, and wounded two of her people. Lieutenant Fraser was on board La Licorne in ten minutes afterwards, and before four in the morning, and found all the guns had been laid down (*i. e.* bed and coins out) preparatory to their being fired; which they only waited for the Hector enforcing the order for tacking, to do. And Mons. Belizal, on being questioned by Lieutenant Fraser, why he fired his guns and hauled down his colours, there being no intention of making prize of him, answered, he could do no less, "pour l'honneur du Pavillon;" and refused to hoist the colours again, though requested to do so. No other British officer was ever on board La Licorne; nor does the writer of this think that the America was at all within hail that morning.

† See N. C. Vol. VII.

‡ See N. C. Vol. VII.

when the squadron under his orders, consisting of the Lion, Sultan, Hector, and Ruby, of the line, and Niger frigate, fell in with Mons. de Ternay, with eight sail of the line, and two large ships, *armée en flute*, with a convoy (as was afterwards known) for America. The squadron being on its return to Jamaica, after seeing the homeward-bound a certain distance, concluded, on first discovering the enemy, that it also must be a homeward-bound French convoy, with perhaps two sail of the line: the hopes were of course sanguine; but on a general chase, the Hector and Niger (the only ships coppered) soon made them out to be as above, with a fleet of 30 to 40 transports. On this being communicated by signal to the commodore, the ships were recalled from chase, and the line a-head formed on the larboard tack: the Ruby, however, at this time was far to leeward of our squadron, and on the lee bow of the French, who had also formed in line a-head with ten sail. Nothing could have saved the Ruby, but the determined conduct of Captain Cornwallis, who directed the Hector to lead large two points, thereby crossing the van of the enemy, now within gun-shot, who also bore up as we did, and gave the Ruby an opportunity, by tacking, of weathering their van, and forming in our rear, though under a severe fire. When this was effected, the line ahead by the wind carrying all sail, was continued; and the enemy, though nearly double our force, contented himself with a distant cannonade for a short time, and then bore up to rejoin his convoy. A few men were killed or wounded in each of the ships, and the rigging in some considerably damaged.

Soon after this, Lieutenant Fraser exchanged into the Conqueror, 74, Captain William Dickson, as first lieutenant; being desirous to return to England, to join the ship of his friend, the late Commodore Johnstone.

On the passage home, the Conqueror experienced part of the effects of the destructive hurricane in 1780, losing her main-mast, and being in other respects much damaged: her pumps were choaked, and 100 men were daily employed baleing the water out at all the hatchways during the greater part of the passage of twelve weeks: by extraordinary exertions she arrived at Spithead; Captain (afterwards Admiral) Dickson always declaring that the preservation of the ship was in a great measure owing to the exertions of the first lieutenant.

Commodore Johnstone having, in the mean time (being ready to sail on his expedition), completed the number of lieutenants to the Romney, Lieutenant Fraser was induced to accept a commission for the St. Carlos, of 50 guns, *armée en flute*, attached to the expedition; he was consequently in the skirmish in Praya Bay, when Souffrein surprised the commodore; and on several promotions taking place, he was removed to the Romney, the commodore's ship: in her he continued during the remaining part of the expedition, came home first lieutenant, and was immediately afterwards appointed to the Royal George, with Admiral Sir John Ross;* but Admiral Pigot being appointed to succeed Sir George Rodney in the West Indies, and promising to receive Lieutenant Fraser into his ship on promotion, he preferred that prospect; and, to effect it, was appointed first of the Panther, in which ship he was in the action with the combined fleets after the relief of Gibraltar in 1782 by Lord Howe: the Panther had several men killed and wounded in this partial affair, which terminated at 10 P.M. by the mistake of a verbal order delivered along the line.† The combined fleets were 17 sail of the line superior to the British.

There being a detachment from the fleet ordered to the West Indies under Sir R. Hughes, Lieutenant Fraser got an exchange into the Ruby (64), one of the ships detached; but Lord Howe granted it only on the condition of his serving in the Ruby in the place of the officer with whom he exchanged; so that he went into that ship as third lieutenant, though senior to the first. On the passage out, falling in with a squadron of the enemy to windward of Barbadoes, the Ruby, after an action of 48 minutes within pistol-shot, took the Solitaire, of equal force, which had 38 killed and above 40 wounded, though the Ruby had none killed, and but few wounded, and those slightly.‡ In this action the

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* See N. C. Vol. VI.

† The verbal order meant to be, and delivered in part, along the line was,—To make *all* sail, preserving the line;—but by mistake was, "make all sail and bear up," *i. e.* from the enemy.

‡ SIR, *Formidable, Gros Islet Bay, St. Lucia, 7th April*, 1783.

It is with great pleasure that I have received the commands of the Admiralty, to signify to you that they are highly pleased with your conduct, as well as that of your officers and men, in the action with the Solitaire, and

first lieutenant, Smith, was promoted to the rank of commander by the Admiralty.

Soon after the arrival of the Ruby in the West Indies, Lieut. Fraser was removed into the Formidable, Admiral Pigot's ship; but, the peace taking place immediately, he had the mortification of returning to England again in the flag-ship, first for promotion; at which Commodore Johnstone, who thought he had strong claims on Admiral Pigot, expressed surprise and displeasure.* Having declined an offer made him by Admiral Greig to enter into the Russian service, Admiral Pigot sent him out lieutenant of the Adamant, Sir R. Hughes's flag-ship in the West Indies, (Leeward Island Station). Here he remained three years, without any vacancy for a captain occurring; and in the autumn of 1786 again returned to England a lieutenant. It was on this station he had the good fortune of acquiring the acquaintance and friendship of Lord Nelson,† who then commanded the Boreas frigate; which friendship continued till the lamented death of that great officer. It may be here mentioned, that Sir Richard Hughes finding it necessary to order an officer to reside at Antigua, to superintend and expedite the sailing of the various transports which had collected there at the peace, and were loitering away their time, being in no hurry to be put out of government pay, he sent Lieutenant Fraser on that service, which he executed to the entire approbation of the Navy Board, and of the commander-in-chief.‡

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the capturing of her. You will please make this known to your officers and ship's company. HUGH PIGOT.

To Captain John Collins—(afterwards knighted for this action.)

Lieutenant Wm. Smith, promoted; Wm. Limbery; Alex. Fraser, 3d, senior to the 1st; Bartholomew Roberts.

* DEAR SIR, *Kensington Gore.*

Your disappointment in the West Indies grieves me much, and my sincere friendship for you made me feel it the more. You know the strong claims I had, and I could do no more, &c. It is a lamentable fact, that political differences of opinion stifle all claims from friendship, &c.

To Lieutenant Fraser. GEORGE JOHNSTONE.

† See N. C. Vol. III.

‡ SIR,

It is with great pleasure I acquaint you, that I am perfectly satisfied with, and much approve of, your conduct and behaviour in the service upon

It being now profound peace, and no prospect of promotion, he took this opportunity of seeing his friends in the North, having been nineteen years constantly on board a ship. Lord Howe,* however, in June 1787, appointed him first lieutenant of the Colossus, a new 74, which ship he fitted out at Deptford for the late Sir Hugh C. Christian; and the armament taking place in October, of which Admiral Pigot was to have the command, he removed Lieutenant Fraser from the Colossus to first of his own ship, the Royal Sovereign, at Plymouth.† Thus, when the armament ceased, he, on the 1st of December, 1787, at last ob-

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which you are at present employed: I am fully convinced, that your being sent on it will be the means of saving much more money to the crown, than the amount of all the expenses attendant on the execution of your office. You will continue to send off such transports as may be still remaining, or coming into the harbours in the Island of Antigua, with all the despatch in your power; and you may be assured I will not fail to mention to the Boards at home your diligence in the execution of that duty, and the advantage that government will be likely to receive from it.

To Lieutenant Fraser. RICHARD HUGHES.

* See N. C. Vol. IX.

† MY DEAR FRASER, *Whitehall, 10th October,* 1787.

At the instant you did me the favour of calling at Whitehall, I was engaged with your namesake (Mr. Fraser, under secretary of state) in close conference about you; and I can assure you, that upon my return to the office, I was extremely pleased to observe the contents of your card. I wish you health and success with all my heart. I dined the day following with your admiral, who spoke of you to me in the handsomest terms. Believe me very sincerely yours,

Evan Nepean

DEAR, SIR, *Portsmouth, November* 8, 1787.

I could wish to know whether it will be agreeable to your future plans to resume your situation as first lieutenant of the Colossus. I had hoped that some idea of promotion, at least from the flag-ship's commanding-in-chief, would have been in circulation. I am much concerned that I have not as yet heard of such intention. On your account I wish very sincerely that it may yet take place; if unfortunately it should not, I shall be very desirous to contribute to your return, and hope the situation will be acceptable to you, being very sincerely yours,

Lieutenant Fraser. H. C. CHRISTIAN.

tained the rank of commander, and remained unemployed till the autumn of 1790; when he was appointed to the command of the Savage sloop, on the Greenock station,* where he remained till December, 1792. The Savage was then ordered to the River, to assist in carrying to the Nore the newly-impressed men; from thence she was ordered to join Admiral M'Bride† in the Downs.

At the breaking out of the war with France, the Savage took one privateer, La Custine, and several Danish ships laden with corn, bound to France. In April, 1793, Admiral M'Bride ordered Captain Fraser to take the Ferret sloop and a number of cutters under his command, and proceed off Ostend: here he received a requisition from the Baron de Mylius,‡ to land and

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* SIR,

The Earl of Chatham received this morning your letter of the 27th instant; and as before the receipt hereof you will have been informed of your appointment to the command of the Savage sloop, his Lordship has only directed me to add, that he felt great pleasure in being enabled to employ you in a manner so conformable to your own wishes.

Captain Fraser. I am, &c. JOSEPH HUNT.

SIR, *Admiralty, February,* 1793.

I have been favoured with your letter of the 4th, and should be very glad if I could give you hopes of being able to give accommodation to your natural wishes for promotion. But I can at present be of no further use to any officer, than to bear testimony to what I know or have heard of his character; and yours stands so fair, that I shall not fail to do full justice to it, whenever an opportunity offers, being most truly, &c.

To Captain Fraser, Savage. HOOD.

† See N. C. Vol. XIX.

‡ MONSIEUR, *Ostende, 5e Avril,* 1793.

La ville et environs d'Ostende etant menacé par l'enemi, qui n'a pas encore quitté Nieuport et Furnes, ou ils se trouvent plusieurs de ses bataillons; Je prie Mons. Fraser, capitaine navale et commandant de l'escadre, a la rode d' Ostende, au service de S. M. Britannique, de vouloir venir prendre la defense de la dite ville et environs, avec les troupes et l'escadre sous ses ordres. J'ai l'honneur d'être, avec le consideration le plus distingué, Monsieur, votre tres humble & obeissant serviteur,

BARON DE MYLIUS,

Colonel chef de corps de Loudon Vert, et commandant un detachment de l'armée dans la Ouut Flandre, cantonnée à Ypres.

A Monsieur Fraser, capitaine et commandant de l'escadre a la rode d'Ostende, au service de S. M. Britannique.

take possession of the town and garrison; with which he complied, and ran the Savage into the harbour, landing about 500 men, partly marines and partly seamen. On the 5th he received from the Court of Brussels the intelligence, that General Dumourier had arrested Beurnonville and the other commissioners of the convention, and sent them to the Count de Clayrfait.* This

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SIR,

You are to take the command of the port and town of Ostend, until such time as an Austrian officer is sent to possess the place. You are, with the utmost despatch, to remount the cannon, and put the place in the best state of defence the circumstances of the time will admit. You are to invite the loyal citizens in so doing, marking those that appear backward and disaffected. You are to take all the armed cutters, with a subaltern's party of the 29th regiment (serving as marines), into the harbour, who, with the crews of the cutters and your own marines, you are to employ in the manner most expedient, &c. In the execution of this service, you are to take care that the utmost regularity and good order is preserved, that none of the inhabitants be molested, injured, or insulted; and you will, by a proper conduct on your part, endeavour to obtain their confidence and assistance, to defend the place as becomes English seamen and soldiers. Your party is small, but your cause is good; and I have the utmost confidence in your conduct and courage.

To Captain Fraser, Senior officer at Ostend. JOHN M'BRIDE.

Brusselles, 3 Avril, 1793.

* Le ministre vient de recevoir une lettre du General Clayrfait, qui l'informe, que Beurnonville, ministre de la guerre en France, accompagné de son aid de camp, et de plusieurs deputés de la convention nationale, sont venus à l'armée du Dumourier pour l'arreter. Le General Dumourier, au lieu de se laisser arreter, a fait arreter le ministre et les commissaires, et les a fait remettre en mains du General Clayrfait à Mons. Il paroitroit que cela devroit conduire à la paix, ou à contre revolution en France.

DEAR SIR, *Downs, 7th April, 1793.*

Your letter, with the confirmation of the good news, by Dixon, will be a very welcome account indeed. Although this has not turned out lucrative, it will be very reputable to you. I think it scarcely possible that you and Nowell are not to have post: Boger and Wynne commands. I suppose, from the turn matters have taken, we shall very soon come to a conclusion. JOHN M'BRIDE.

DEAR SIR, *8th April.*

I have all your despatches, and have great pleasure in acquainting you, that the Admiralty highly approve of your conduct, and I hope you will very soon have more substantial proof of their Lordships' attention. I have not failed to lend my helping hand, and am, with great regard, most sincerely yours. JOHN M'BRIDE.

To Captain Fraser, Ostend.

intelligence, of infinite consequence to the war, he instantly transmitted to the Admiralty; and it was received in so very short a time, that Lord Chatham could scarcely believe the officer who brought the despatch. In four days afterwards, the French army refusing to march to Paris with Dumourier, he was himself obliged to fly, which, of course, put an end to the armistice between the Prince of Cobourg and him. This intelligence Captain Fraser received through the same channel, and was equally fortunate in the speedy transmission of it to the Admiralty.—As he necessarily lived on shore, H. R. H. the Duke of York was pleased to order the commissary-general to pay him 1*l.* per day for his table, which was continued all the time he remained on the station. Sir Charles Ross, with the 37th regiment, relieved him in the command on shore on the 20th April; * but he still continued as commanding the naval department, until the events which succeeded required a greater force, and officers of superior rank, among whom were Admiral M'Bride himself, Captain George Murray, † &c.; previous to which, he was, on the 1st of July, 1793, promoted to the

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* SIR,

I am ordered by his Royal Highness the Duke of York to acquaint you, that the 37th regiment is to embark to-morrow on board boats to proceed to Ostend, and to remain there for the present in garrison: and his Royal Highness requests you will give Sir Charles Ross every assistance in your power, when it is necessary to employ any of the shipping. His Royal Highness has this day given directions to the commissary-general, that 20*s.* a day should be allowed you for the expense of your table since you landed at Ostend.

His Royal Highness desires I would express to you, that he will be very happy to have the pleasure of seeing you at Courtray, or wherever head-quarters may be; and will then give you every intelligence relative to your future destination. J. ST. LEGER,

To Capt. Fraser, Ostend. Deputy-Adjutant-General.

SIR,

I had the honour of receiving your letter of the 26th instant. His Royal Highness is much obliged to you for the expedition used in sending off the Baron de Wymfen. The head-quarters will be for several days at Tournay, where his Royal Highness will be very happy to see you.

To Captain Fraser. JAMES MURRAY, Adj.-gen.

† See N. C. Vol. XVIII.

post rank in the Redoubt, of 20 68 lb. carronades ; * the Savage's ship's company turned over into her, and sent to the same station ; where, assisted by the Captains Sotheron and Halket (now Rear-admirals), he materially contributed to the defence of Nieuport ; the ships anchoring close in-shore, and firing into the enemy's camp over the sand-hills. †

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* DEAR SIR, *Downs, 10th June*, 1793.

I am just returned from town, having been absent three days, which is the reason you have not heard from me. I have very sincere pleasure in informing you, that you will shortly receive, by being promoted, that reward which your very meritorious and proper conduct so well entitles you to ; and be assured I have great pleasure in the communication. If I have in any respect been instrumental in this event, it was yourself who furnished me with the materials. Mr. Boger is ordered to relieve you. Entre nous, on your arrival you will probably be ordered to Woolwich, where you will find a ship better calculated to assist in the defence of Ostend than the Savage. Boger gets a step along with you, so that Ostend has made you both a little taller. With the greatest regard yours most sincerely,

Captain Fraser, Ostend. JOHN M'BRIDE.

MY DEAR SIR, *London, August 23*, 1793.

I have yours this day ; your former letter reached me in Torbay, and it was not until yesterday I knew where you were. Rest assured, in whatever I may have contributed to your promotion, I am amply repaid by the satisfaction I feel on the occasion. I have no doubt the Redoubt will do all that is required of her when called upon. Most sincerely yours,

To Captain Fraser, Redoubt. JOHN M'BRIDE.

† Aux habitans de Nieuport le 2d jour de la premiere decade du 2d mois de la Republique Francaise une et indivisible.

Je vous somme de vous rendre sur le champ aux armes victorieuses de la Republique Francaise, devant qui tout doit ceder : que six otages se rendent à mon camp ; ou sans quoi, cernée, attaquée par mer et par terre, votre ville sera detruité ; et J'y entrerai sur les monceaux fumans de vos maisons, et les debris palpitans de vos membres. Que l'exemple de Furnes vous apprenne a ne pas compter sur ceux qui se disent vos defenseurs, et qui nous calomnient parceque nous les battons.

Le General commandant l'avant garde des troupes Francaises devant Nieuport, LAZAR HOCHE.

Reponse du majistrats de Nieuport.

Comme notre ville est presentment sous la commande militaire, nous ne pouvons repondre de notre chef à votre sommation.

Nieuport, 23d October, 1793.

Colonel Wormb, commandant of Nieuport, is very sensible of Captain Fraser's offers of service, of which he stands in great need, having been

After the unfortunate result of the attempt on Dunkirk,* Lord Chatham, at his own desire, appointed him to the Proserpine frigate, in July, 1794, in which ship he remained in the North Sea under the command of Admiral† (Lord) Duncan,‡ until December, 1795; when Lord Spencer was pleased to offer him the

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attacked yesterday by a very superior and considerable force, well supplied with heavy artillery of every species, to which he had only six-pounders to oppose. The inundation, which he was under the necessity of making, alone protected him. An attack from the sand hills, perhaps to-morrow, is almost certain. Should it happen, a flag will be hoisted upon a small tower; and if from any other quarter, two flags will be hoisted.

CARL VON WORMB, Commandant.

SIR, *Nieuport, 4th November*, 1793.

Major-general Dundas having marched this morning for Ostend, with the troops which he brought to reinforce this place, it fell to me officially to open your letter of this date; and its zealous contents for the mutual defence of Nieuport afford me great satisfaction. I shall be happy, on my part, to give you any information in my power for this desired end. I shall carefully attend to the signals you propose to make in case the enemy should appear on the sand-hills; and should I perceive them approach by any quarter, in the day time, I shall hoist one colour upon a round tower as before; and in the night a lanthorn instead of a colour. Enclosed I send you the paroles and counter-signs till the 12th: please to keep them in your own possession. CARL VON WORMB.

To Commodore Fraser.

SIR, *Nieuport, 15th November*, 1793.

I am honoured with your letter of last night and this morning, and beg you will accept my best thanks for your obliging attention to my request for ammunition for 6-pounders; a receipt for which I have given to the gunner of the Albion, agreeable to your desire.

Commodore Fraser. CARL VON WORMB.

* See N. C. Vol. VII. and XIII.

† See N. C. Vol. V.

‡ DEAR SIR,

I am favoured with your letter of the 21st ult. with the intelligence, a copy of which you have sent to the Admiralty (respecting Dutch fleet in the Texel), which, indeed, has given me much satisfaction; and it appears to me you must have used much address in obtaining it.

To Capt. Fraser, Proserpine. ADAM DUNCAN.

DEAR SIR, *Venerable, Downs, December 30*, 1795.

I am favoured with your letter, acquainting me your ship is nearly ready for sea. In a proposed plan of the Admiralty for guarding the North coast, you were to be stationed with a sloop at Lerwick: my opinion was, at this

Shannon, one of the new fir frigates, of 32 guns.* In this ship, on the Irish station, he captured three large privateers, *viz.* Le Duguay Trouin, of 24 guns, 150 men; † Le Grand Indien, of 20 guns,

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season you could be of little use there; I should be glad to hear what you think: it is certain the French have made some captures, which they have at present at Bergen, (*a*) and will try as soon as they can, as they did last year, to send them north about to France. It is also not impossible the Dutch may try to get their India ships from Drontheim. All this I write you in confidence, to know what time you think ships should take the northern station; I would send a cutter or two with you.

I am, dear Sir, with regard, very much yours,

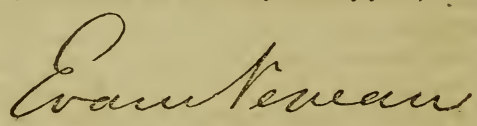
Captain Fraser, Proserpine. ADAM DUNCAN.

MY DEAR SIR, *November* 24, 1797.

Your congratulations are most acceptable, as I am sure they are sincere. Should fate put us together again I shall be much gratified, as your service with me was always highly to my satisfaction. I shall only add, that success and all the comforts of life may attend you is my sincere wish; being with great regard most sincerely yours, DUNCAN.

* DEAR FRASER, *Admiralty, 30th December*, 1795.

If you have an inclination to be appointed to the command of the Shannon, one of the new frigates which will be ready in the course of next month, I have Lord Spencer's permission to offer her to you: let me know what you think about her, and believe me to be very sincerely yours,



Captain Fraser, Proserpine, Sheerness.

† MONSIEUR, *Royal Oak, Portsmouth, May* 1798.

Votre lettre, que Je viens de recevoir, m'a fait eprouver le premier sentiment de joye que J'ai eprouvé depuis que Je suis ici. Je vous rends mille graces de tout ce que vous avez bien voulu faire pour moi. J'etois bien persuadé de vos bonnes intentions, et Je n'avois pas besoin de la preuve que vous m'en donné par la lettre du Lord Spencer: il en a ecrit à peu pres une pareille au l'Eveque Conte de Leon, que ce dernier a eu la complaisance de me faire passer. Mais les malheureux circonstances sont seuls la cause que mes amis, et mes bienfaiteurs, ne peuvent rien faire pour moi: Je n'en conserverai pas moins le precieux souvenir, et mon reconnaissance sera eternelle.

Je vous remercie de la complaisance que vous avez eu de faire encerer dans un papier publique la lettre que Je vous avois remet à cet effet: Je

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(*a*) See N.C. Vol. XIX.

125 men ; and La Julie, of 18 guns, 120 men ; * the latter of whom would have committed great depredations on the Jamaica convoy, then expected, of which the French captain had the most correct intelligence, with the force accompanying it ; for while in the act of shifting the prisoners, the convoy appeared in sight, consisting of more than 70 sail, under the Alfred, 74, and Terror bomb ; so that La Julie would have taken as many of them as she could man, with very little probability of recapture.

In 1799, Earl Spencer removed Captain Fraser to the Diana,

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ne scai qu'elle produira, mais quelque soit l'effet, Je doute qu'il y ait un second M. Fraser pour le trop malheureux, qui sera toute sa vie, &c.

DUFRESNE LEGUE.

Vous me ferez le plus grand plaisir si vous m'honorer d'une visite dans ma malheureuse captivite ; dans le cas que vos occupations ne vous permettrois pas (ce dont Je serois bien faché), Je vous prie de recedever votre *bonne recommendation* aupres de Capitaine Rawe.

Messieurs Messieurs Guillemaut et Dufresne Legue,
Negocians à St. Malo.

Je ne puis mieux marquer ma vive reconnoissance pour tous les egards, et les bontes qu'a eu pour moi le capitaine de vaisseau de S. M. Britannique la Shannon, Mons. Alex. Fraser, pendant un mois que J'ai resté à son bord, apres m'avoir capturé sur le corsaire le Duguay Trouin de St. Malo que Je commandois ; que de vous recommandé d'une maniere toute particuliere. Vous voudrez bien lui rendre tous les services qui dependerons de vous ; ainsi qu'a tous ceux que se presenterai de sa part, il n' egalerai jamais ceux qui Je lui doit, et ma reconnoissance devera autant que la vie de votre ami,

DUFRESNE LEGUE.

Guillemaut was his father-in-law. Captain Dufresne Legue had been lieutenant de vaisseau in the royal navy of France before the revolution, and Captain Fraser had been a little acquainted with him at Martinique in 1784.

A'bord de Julie, Cork, 7 Juillet, 1793.

* L'instant approche ou Je vais probablement etre transferé dans quelque prison ; privés de l'honneur de vous faire de vive voix mes sinceres remercimnent du traitement noble et genereux que vous avez exercé envers moi, viellee les recevoir par la presente, et croire qu' il m'en donner pour vous, Monsieur, la plus haute consideration : c'est dans cet sentiment que J'ai l'honneur d'etre

Au Captain Alexander Fraser,
Commandant, &c. la Shannon.

PIERRE CAUTREAU.

of 38 guns, in which he carried out a large convoy to the West Indies, and remained on that station with the late Lord Hugh Seymour for one year, and captured several small privateers, *viz.* Les Quatres Amis, 2 guns, 10 swivels, and 40 men; Telegraph, 14 guns, Medée, 10 guns, 70 men, and L'Industrie, 6 guns, 23 men; the capture of the last of whom, it is but justice to a good officer, now dead, to state, was made by Lieutenant Blake, first of the Diana, in the ship's boats, after considerable resistance; the Diana and the privateer being both becalmed under Guadaloupe.* During his stay on this station, he had to regret the indifferent sailing of the Diana, though otherways a fine frigate; as he had the mortification to chase a French corvette, of 28 guns, for four days, from Guadaloupe to the Mona passage, a great part of the time within random shot; when she at last escaped, during the fourth night, in a thunder squall which continued for several hours. Having been in the course of one year twice attacked by the fever of that climate, he was, at last, most reluctantly obliged to resign the command of the Diana to Captain Beresford, and returned to England in the Invincible, Captain Cayley.†

Remaining on half-pay for some time to re-establish his health, Lord St. Vincent ‡ then appointed him to the Bershiemer, a Dutch ship of 54 guns, and stationed her as a guard-ship in the Swin, until the conclusion of the war, 1802, when she was paid off, and Captain Fraser was appointed to the Amphion frigate, in which he had the honour and good fortune to carry over to Cuxhaven his Royal Highness the Duke of Cambridge and suite. A threatened misfortune of a domestic nature obliged him soon after to resign the command of the Amphion to Captain Sir Thomas Masterman Hardy, which he afterwards considered as very unfortunate, being thereby prevented from being in actual service at the breaking out of the war soon after. He was in 1804, however, by Lord Melville, appointed to the Weymouth frigate, and almost immediately to the Hindostan, of 54 guns. In her he carried out a

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* See N.C. Vol. XV. and XVI.

† The Diana lost, by the yellow fever, the first lieutenant, master, lieutenant of marines, acting lieutenant, several midshipmen, and a considerable number of the ship's company, about this time.

‡ See N.C. Vol. IV.

large convoy to the East Indies; and remaining on that station about nine months, he returned to England with another convoy in the summer of 1806. The Hindostan (as a purchased ship), being found unfit for his Majesty's service as a man of war, was paid off; and Captain Fraser was appointed by Mr. Thomas Grenville to the Prince, of 98 guns, which was only intended as temporary, until the Vanguard, 74, was ready: this last he commissioned in January, 1807, and made part of the fleet under Lord Gambier, at the last attack of Copenhagen.

When the admiral, with the fleet and army, returned to England in October, Captain Fraser was ordered to remain with the Vanguard, and a considerable number of frigates and sloops, for the blockade of Copenhagen, and the protection of the trade still remaining in the Baltic; and other services, specified in his orders. This turned out a service of much greater anxiety and difficulty than had been foreseen or provided for: not only did the Danish government refuse all offers made to it of reciprocal forbearance (which had been reckoned upon),* but fitted out a great number

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In proof of the confirmed hostility of the Danes, after the squadron of Admiral Gambier had departed, it should be mentioned, that the strict blockade of Copenhagen made a part of Captain Fraser's orders; nevertheless he was authorized, and accordingly did make offer to the Governor of Cronenburgh Castle, and the commandant of Copenhagen, to relax in that blockade, in so far as to permit the importation of articles of the first necessity; as fuel, salt, &c. and timber for building, of which they stood in much need, from a great part of the city having been destroyed, on condition that the British merchant ships should be unmolested in their passage down the Drago Channel, and through the Sound: which was peremptorily refused. After the capitulation, some brass mortars, which were stipulated to be returned on the evacuation, were stolen, it was supposed, from one of the lunettes: and a certain number of praams (private property) which had been destroyed or damaged by the navy or army, it was agreed (on the requisition of General Piemaun, the governor) should be paid for; and Captain Fraser was authorized by Admiral Gambier to draw bills on the Navy Board on both accounts, taking the estimate on the honour and representation of General Piemaun. The four howitzers were paid for by bills for about 300 rix dollars; but whilst the negociation was going on respecting the value of the praams, and which had come so near the conclusion, that bills were actually drawn for 7,150 dollars, payable to the order of the general, and only waited for his signature to the necessary vouchers, the Prince Royal (now King) arrived at Copenhagen, put the

of gun-boats in all quarters, which much annoyed the merchant ships coming down the Baltic through the Grounds, and also the ships which arrived from England bound up. None of either being aware of the decided hostility of the Danes to any accommodation, and consequently by coming down singly and without convoy, several of them were unavoidably captured. He succeeded, however, in sending safe through the Sound about 300

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general under arrest, (*a*) and stopped all communication by flag of truce or otherwise: thus, by an ill-timed resentment, the poor proprietors of the praams suffered the loss. And so far did this resentment go, that a beautiful yacht, which had been made him a present of some years before by the King of Great Britain (and which had been most carefully preserved from any damage while the British troops had possession of the arsenal), was indignantly returned to the Admiralty of England. She came of course under Captain Fraser's examination off Helsingburgh, and he certainly might have detained her as prize, being Danish property, and in no respect a cartel; but the circumstance was so novel, and the subject of so delicate a nature, that he did not choose to interfere, further than by facilitating her voyage to England; and she now lies off the dock-yard at Deptford.

The passport with the yacht was in the following terms:—

His Majesty the King of Denmark and Norway, &c. &c.

Deputies in the College of the Admiralty and Commissariat at Copenhagen, make known hereby, That the English shipmaster, William Patterson, who is now sent from hence in an English built frigate to England, to deliver the same to the Royal English Admiralty, has permission to pass the Boom at the Custom-house here, as also further to sail from Copenhagen roads with the said frigate-built (but not to return), whose crew consists of a mate and 16 sailors, all of whom are released English prisoners of war, conformably with the muster-roll delivered to the said shipmaster. Wherefore all whom it may concern are requested to allow the said shipmaster, with the frigate, and the said crew, to pass without hindrance, as well out of the harbour, as across the sea, on this his voyage.

College of Admiralty and Commissariat, 21st November, 1807.

(Signed) KNUGHT——Steen Bille—Grove.

(L. S.)

(*a*) General Piemaun was immediately tried by a conseille de guerre, for having given up the arsenal and fleet, and condemned to death; but the sentence was commuted to confinement for life in the Island of Bornholm.

sail, giving them ample protection from thence to England.* An embargo also took place in the Russian ports so early as the 15th November; notwithstanding which a very few ships only remained, as they met with every facility in getting ready and proceeding, from the Russian government, until the embargo actually took place; the military even assisting in loading the vessels.†

Captain Fraser remained off Copenhagen till the 21st of No-

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* DEAR SIR, *Helsingburgh, 27th October*, 1807.

Lieutenant Collett will state to you the circumstance of the capture, by the Castle of Cronenburgh, of four English merchantmen, forming part of the convoy now in sight. The man of war is not yet come up. There never was any thing so cowardly and awkward as the conduct of these four ships. Believe me, dear Sir, with great truth, yours, most faithfully,

Capt. Fraser, Vanguard, off Copenhagen. HY. PIERREPONT.

SIR, *Helsingburgh, November* 10, 1807.

I have the honour to acknowledge the receipt of your letter of the 9th instant: I cannot but perfectly coincide with your opinion on the risk which those merchant ships bound up the Baltic would incur in proceeding through the Drago Channel. At the same time, that the measure proposed in sending H.M.S. Gannet with them as far as Bornholm, appears to me to be amply sufficient: and it would have been undoubtedly unadvisable, that any of his Majesty's squadron should have been suffered to proceed farther up these seas at so advanced a period of the season. I have the honour to be, with great truth and regard, Sir,

Capt. Fraser, Vanguard, &c. HY. PIERREPONT.

† SIR, *Helsingburgh, November* 20, 1807.

Intelligence has arrived from Petersburgh, of such a complexion as to remove all doubt of the commercial intercourse between Russia and England being entirely at an end. I have hastened to give you an early intimation of this circumstance, that you may be enabled to take such steps as you think necessary, in order to prevent English vessels of all descriptions from proceeding to the ports of Russia, which can no longer be considered as friendly. I have the honour to be, &c.

Capt. Fraser, Vanguard, off Copenhagen. B. BATHURST, Charge des Affaires.

SIR, *Helsingburgh, November* 21, 1807.

His Swedish Majesty has despatched Mons. de Boya to Copenhagen, to reclaim the Swedish Consul, who was arrested, I understand, in consequence of having conveyed a letter from you to General Peyman; and unless every reparation is made for this outrage, the Danish Consul at Malmoe will be put under arrest. I have the honour to be, with great truth, &c.

Captain Fraser. B. BATHURST.

vember, and then dropt down off Helsingburgh to collect the last ships for the season, and proceed with them to England on the 30th, agreeable to his orders. Here he had the honour of attending the levee of the late King of Sweden, Gustavus, and was accompanied by Captains Staines and Phillimore: according to the etiquette, they were invited to dinner, and to be introduced to the beautiful Queen of Sweden; an honour which, from the situation of the ships (being within gun-shot of the castle of Cronenburgh), and the state of the weather (a snow storm), they were very reluctantly obliged to decline.

A few of the merchant ships (about eight) had, on their passage down the Baltic, put into Carlsham and Carlscrona, and waited there for protection from the gun-boats; but the season was now so far advanced, it was found impracticable to afford it to them; Captain Stevenson, in the Gannet, having endeavoured ineffectually, for many days, to proceed with some ships upwards before the embargo was known, but, from the prevailing winds and ice current, obliged to return with all of them. Nothing, therefore, remaining within his power to execute of his orders, he sailed from Helsingburgh the 30th November, with a few merchant ships, the Cyane frigate, Bellette, and several other sloops of war. The Castle of Cronenburgh, which had hitherto (it is presumed) respected the neutrality of Sweden, as soon as the Vanguard was under weigh, opened a severe fire, which fortunately did but little damage; some shot passing through the sails, &c. but served to prove, that the ships had been lying for weeks together within the range of their shot, but had not been molested at their anchorage.

The hard gales of wind which occurred about this time having dispersed some of the convoys, the Vanguard, with the Cyane, and several sloops, continued to cruise in the Sleeve until the 12th December, and then made sail for England, where they arrived at Yarmouth the 20th.

Captain Fraser now found, to his great astonishment, that instead of receiving the thanks of the mercantile world, whose property he had protected, he was called upon by the Admiralty to answer the allegations of some of those bodies, who, utterly ignorant of the existing circumstances, either of the continued and decided

hostilities of the Danes, or the embargo which had taken place in Russia, had complained that the squadron had left the Sound at too early a period, and even hinted that Captain Fraser had acted contrary to his orders: he had the pleasure, however, of fully satisfying the Admiralty Board, which entirely approved of his conduct.*

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* SIR,

Lord Gambier having laid before my Lords Commissioners of the Admiralty your letter of the 19th ult.; I have it in command to acquaint you, that their Lordships are pleased to approve of all your arrangements.

I am, &c. W. W. POLE.

Captain Fraser, Vanguard, Copenhagen.

SIR,

My Lords Commissioners of the Admiralty having had under their consideration your several letters, relative to the protection of the Baltic trade, and your return to Yarmouth from your station within the Sound; I have their commands to acquaint you, that they are fully satisfied that you acted according to the best of your judgment, and with the most laudable intentions; and that they are therefore pleased to approve of your conduct on that occasion. I am, &c.

Capt. Fraser, Vanguard, Yarmouth. W. W. POLE.

(Secret.)

MY DEAR FRASER, *Admiralty, 1st January,* 1808.

I assure you, that all the sea people at the Board are perfectly satisfied that you have executed to the utmost the very arduous service that was entrusted to you; and we have from the first given as little countenance as possible to the mercantile outcry that appeared to us so undeservedly raised, because some of their ships had fallen into the enemy's hands. All my brethren here feel equally with myself the unmerited attacks which have been made upon you, and from which you are perfectly cleared by our decision; and you may assure your friends to that effect.

I am, my dear Fraser,

most faithfully yours.

DEAR SIR, *Admiralty, January 2d,* 1808.

I am sorry to find that your health requires a temporary retirement from the active duties of your profession, as the time seems to be approaching when we shall have occasion for the greatest exertions of our navy; and I could wish you to share in the glories of the next campaign, which would compensate for the anxiety you have recently undergone: it will, however, be satisfactory to you to know, that your naval friends never entertained but one opinion on your case. Believe me, with regard, yours, very truly.

Captain Fraser, Vanguard, Yarmouth.

His health being considerably impaired by the anxiety and fatigue of six weeks constant alarm and exertion, on the Vanguard being ordered again to Copenhagen, in January, 1808, he obtained leave of absence, and an acting captain was appointed: and his health not permitting him to join his ship so soon as he wished, Lord Mulgrave offered, in the handsomest manner, to prolong his leave of absence for six months; and gave him the alternative of choice to the command of the Sea Fencibles at Dundee, which he was induced to accept; the first time, during a service of forty years, that he had ever solicited or accepted any situation out of actual service afloat. In this command he remained until the final discharge of all the fencible corps in 1810, and was, on the 1st of August that year, appointed to the command of the William and Mary, one of the Royal Yachts: his Royal Highness the Duke of Cambridge was, at the same time, pleased to appoint him one of H. R. H.'s equerrys. He continued captain of the yacht until the promotion, 1st August, 1811, when he got his flag as Rear-admiral of the Blue; and on the 12th August, 1812, was promoted to Rear of the White. Admiral Fraser has not yet hoisted his flag, though he has made repeated applications to that effect.

He married, in 1788, Helen, the eldest daughter of John Bruce, Esq. of Sumburgh, advocate, and collector of the Customs in Shetland; of the family of Cultmalundy, in Fifeshire, a cadet of the Bruces of Clackmanan. By this lady he had three sons and two daughters: the eldest son, Alexander, is a captain of engineers, and has been a prisoner at Verdun near six years; the 2d, John, was first lieutenant of H. M. sloop Magnet, which foundered with all her crew on the passage to America, September, 1812; the 3d, Thomas, was educated at the Royal Naval College, Portsmouth, and is midshipman in the Hotspur, with the Hon. Captain Joceylin Percy. The daughters are unmarried.

He lost his only brother, Thomas, during the American war, lieutenant of grenadiers of the 71st regiment, Highlanders, who, after being shot through the body at the taking of Charlestown, and twice through the arm, was unfortunately killed at York Town, Virginia, the day before the surrender of that post by Lord Cornwallis: he was only 23 years of age, had been four

years in the army, was very much regarded by the late General Fraser (Lovat), his distant cousin, and colonel of the regiment, and exceedingly regretted by all those officers who knew him, as a brave officer and excellent young man.

HERALDIC PARTICULARS.

To all and sundry to whom these presents do or may concern, We Thomas Robert Earl of Kinnoul, and Lord Lyon King of Arms, do hereby certify and declare, that the ensigns armorial pertaining and belonging to Alexander Fraser, Esq. captain in his Majesty's navy, eldest surviving son of Hugh Fraser, Esq. surveyor of his Majesty's Customs at Lerwick, in Shetland, by Jane Linning, daughter of the Reverend Mr. Thomas Linning, of Walstein, by Ann, daughter of John Hamilton, of Gilkerscleugh, Esq. and 5th in lineal descent from William, 2d son of Thomas Fraser, of Strichen, Esq. 2d son of Alexander 5th Lord Lovat, who died in 1558, are matriculated in the public registers of the Lyon Office, and are blazoned on the margin, thus, *viz.* quarterly first azure, three Fraiziers * argent; second gules, three Eastern crowns, or; the third as the second, the fourth as the first: over all in the centre of the shield a crescent argent, all within a border gules, the doubling argent, and on a wreath of his liveries is set for crest a buck's head erased proper; and in an escrol this motto—"*Je suis Prest.*" Which armorial ensigns, above blazoned, we do hereby ratify and confirm, and assign to the said Alexander Fraser, Esq. and the heirs male of his body, as their proper arms or bearing in all time coming. In testimony whereof these presents are subscribed by James Home, Esq. of Linhouse, our deputy; and the seal of our office is appended thereunto, at Edinburgh, this eighteenth day of September, in the year of our Lord 1810.

JAMES HOME.

Lyon Office, 18th September, 1810.

This Patent is duly entered in the records of the Lyon Office, by me,

JOHN KERR,

Keeper of Records and Herald Painter.

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* Cinquefoils.

NAUTICAL ANECDOTES, &c.

ANECDOTE OF A SAILOR.

AN honest Tar, who had well lined his pockets with the spoils of the enemies of his country, ordered a huge gold ring. When the tradesman had finished it, he told him it was common to have a poesy engraved on it. "Very well, said the seaman, "what must it be?"—"Any thing you please," replied the goldsmith. "Then," returned the other, "put on it

"When money's low—the ring must go."

This was done, and the honest son of the waves was so well pleased with the execution of the whole, that he ordered a massy pair of silver buckles to be made, with rims nearly as broad as the edge of a two-inch plank,—"And here," said he, "you may as well put a poesy on them also;

"If that won't do—the buckles too."

THE LATE SIR ALEXANDER BALL.

ROBERT BALL, Esq. the father of the late Sir Alexander Ball, was Lord of the Manor of Stonehouse, in Gloucestershire, and possessed an estate at Ebworth in the same county. He married the daughter of Marsh Dickerson, Esq. who represented the borough of Brackley, in the county of Northampton, in two Parliaments. Sir Alexander Ball* was educated at a school at Northampton, and was afterwards sent to France to perfect himself in the French language, which was of considerable use to him, both in his naval capacity, and likewise in his residence at Malta. He entered the service about the year 1768, in the Dolphin frigate, and was made post in 1782. He died on the 25th of October, 1809, in the fifty-third year of his age.

REGISTER OF SHIPS.

A CAUSE of serious consequence to seafaring people was lately determined before the Lords of the Privy Council, on an appeal from the Bahama Islands. This decision lays it down, that, upon change of property of a vessel, a new register cannot be obtained for her at any other port than that where she was originally registered, at or near which the ship's owner or husband usually resides; and they have also established, that a British subject, without a fixed place of residence, cannot be the owner of a vessel so as to be entitled to register her as a British ship.

ANECDOTE OF AN OLD SAILOR.

AN old sailor, with a wooden leg, conversing with a waterman on Point-beach, amongst other subjects, talked of the many lucrative situations held by *undeserving persons;* and exclaiming, after a deep sigh—"Oh! that I

* See Vol. XXV. p. 453.

was but First Lord of the *Admiralty?*"—"Ha, ha, ha, that's a good thing indeed," replied the waterman, "old Ben Bowling First Lord of the *Admiralty!*—Why now, Ben, what would you do, supposing it were so?—"What would I do, did you say?" cries Ben, turning his quid, "why d—n me, I'd make myself *Cook* of the *Royal Billy!*"

RESCUE FROM SHIPWRECK.

The brig Venus, of Yarmouth, was driven on shore in the tremendous gale of the 20th ult. half a mile to the southward of that pier; her large draught of water prevented her approaching nearer the land than *two hundred yards.* Every effort to rescue the crew, by the ordinary methods, was attempted without success. At last the naval officer of the signal station brought the apparatus invented by Captain Manby down to the beach. At the second fire, the shot with the line attached to it was thrown from the mortar over the vessel. The facility with which the crew were then disengaged from their danger was admirable, and deserves detail. By the line, with which communication had been gained, a hawser was drawn from the ship (in which it was made fast) to the shore, and distended by the efforts of the numerous spectators; the crew were then brought to land, one by one, in a sling that passed from the ship to the shore, by lines reaching to either; and ran, with ease along the hawser, by a ring, made of rope, called a grummet. The storm was of such extreme severity, that if the crew had not been thus saved, the poor wretches, supposing them to have escaped drowning, must have been frozen to death.

MIRACULOUS ESCAPE.

As Lieutenant Adamson, of the royal marines, at present employed on the staff of that corps in Holland, was returning, on the 19th of January last, from the head-quarters of Sir T. Graham to South Beveland, with despatches, he escaped, in a most miraculous manner, from perishing in the East Scheldt. Having left St. Martin's Dyke, in the island of Tholen, on the afternoon of that day, in a small open Dutch boat (the only possible method for passing through the ice), and finding it to be utterly impossible, from the vast quantity of ice, to land in South Beveland, he attempted by every means to get on board one of the men of war which were anchored off the island; but every exertion proving fruitless, and the tide running rapidly down the river, the boat was at last completely enclosed in sheets of ice, and in this situation was exposed, for upwards of *fifteen hours*, to the mercy of the tide, during the whole of a most tempestuous and bitterly freezing night. At length, that part of the ice which enclosed the boat separating at the very moment she was drifting near to H.M.S. Cornwall, the then almost perished crew were enabled to catch hold of a buoy which had been thrown out to them from that ship, on board of which they were soon afterwards taken in a nearly exhausted and frozen state. Every exertion was used by the men of war, while daylight lasted, to extricate the sufferers from their perilous situation; and although they were several times, during the night, within hail of the ships, no assistance whatever could be rendered them, the quantity of ice floating about being so great as

to have entirely cut off, for several days, all communication with the Beveland shore, and even with Admiral Young's fleet in the Roompot. Lieutenant Adamson was one of the first who ventured to cross the Scheldt during that period.

EXTRAORDINARY VOYAGE.

The Russian ship General Suwarroff, now at Portsmouth, is about to proceed on what may appear a most extraordinary voyage, being none other than the completion of two military and commercial establishments on the West Coast of North America. The Russian government have, for nearly ten years past, had a fort, with a few pieces of ordnance, mounted on the island of Rodiak, in lat. 55° N. and long. 160º W. being the nearest point of the American continent to their establishment at Kamtschatka. Within these four years they have begun to form another establishment, on the neck of land called California, and this ship takes out ordnance and ordnance stores of every description, to give to it an appearance of military strength.—The trade the Russians carry on thither, which is very great, is wholly in furs; for which article they find a lucrative market in China, from whence they bring to Europe the produce and manufactures of that country, and are enabled, from their competition with each other, to afford it to the European continent at a cheaper rate than this country. The General Suwarroff will also endeavour, in the height of next summer, to discover a passage through Bhering's Straits, and, in a north westerly direction, to Archangel. A gentleman who is on board her, declares, that on a former voyage of discovery, he was more than half way through the Northern Seas of Cape North to Archangel, when the ship was stopped by the ice: this adventure left only about 400 miles unexplored, to complete the circuit of the world.

THE CUMBERLAND AND BEDFORD.

The following authentic statement has been published, of the concussion which took place between the Cumberland and Bedford ships of war, in Hosely Bay:—

"The Cumberland and Bedford formed part of Admiral Ferrier's squadron in Hosely Bay, when on Thursday, the 20th January, during a violent gale of wind, and a very heavy sea, with a strong lee-tide, the Bedford parted her small bower, and dropt so suddenly on the hawse of the Cumberland, that notwithstanding the sheet anchor was instantly let go, which parted also, and every possible exertion was made by both ships, destruction seemed inevitable. Had it not been for the operation of the Bedford's jib, combined with the Cumberland's veering away cable, and the Bedford's cutting her best bower cable, in order to facilitate their keeping clear of each other, they would have come in contact in such a manner, as to have rendered their separation impossible, and consequently their destruction certain. The velocity with which the Cumberland's cable ran out, precluded the possibility of Captain Baker's order to cut, being effected; in consequence of which the Bedford could not clear the Cumberland's bowsprit, which she threw over her larboard cathead; and in the

course of two minutes left her a perfect wreck. At this awful moment, when the safety of both ships was despaired of, the Bedford was providentially disentangled, and was observed to wear and make sail, which relieved the minds of the whole squadron for her safety; but having only one anchor, and no cable bent, and the weather, though hazy, enabling her to keep sight of the Maze, and thereby to shape her course for the buoys and beacons, she fortunately escaped the surrounding dangers of that critical navigation, in running for the Nore, and for greater security she proceeded to the Thames; meanwhile the Cumberland was left in the most awful situation, which was increased by her parting the cable she rode by, and the sheet-anchor being entangled in the wreck, it was some time before it could be cut away (the best bower not bringing her up). She drifted so near the Cutlers as to occasion the greatest apprehension for her safety. Fortunately the sheet-anchor, being at length cleared, was let go, which brought the ship up, and saved her from being lost upon that dangerous shoal. The weather moderating, with the assistance sent by Rear-admiral Ferrier, and the exertions of her own officers and crew, she was enabled the following morning to move to a place of safety, when it was found that the stock of the best bower-anchor was broken. Having got up jury-masts, she arrived at the Nore in safety on the 25th ult.

It is a singular circumstance, that the Cumberland and the Bedford arrived at the Nore at the same moment, when they mutually greeted each other's safety with three hearty cheers.

It is also worthy remark, that the Cumberland, on this alarming occasion, lost no lives; five men only were wounded, and no one dangerously.

The Bedford had her mizen-mast sprung, and received some injury in her quarter, but no person was hurt.

NEW EXERCISE.

The Lords of the Admiralty having determined that British seamen shall be taught the naval cutlass exercise, Mr. Angelo, jun. has been some time at Portsmouth, drilling the seamen there. Last week, an inspection took place in the dock-yard, before Captains Milne and Hollis, the two senior captains afloat at that port; when upwards of 60 seamen were put through the exercise, in the presence of a great number of naval and military officers: among whom were Sir A. Cochrane, Earl Northesk, and the Hon. Commissioner Grey; all of whom expressed their approbation of the measure. We understand that the same practice is also to be introduced into such parts of the army as wear the sword: the knowledge of which will give the men confidence in themselves.

FINANCE.

The income of the Consolidated Fund, for the quarter ending the 5th January, amounts to 11,352,000*l.* exceeding that of the corresponding quarter of last year by 1,014,000*l.* The charge upon the Consolidated Fund is about 12,000,000*l.* being an excess of about 279,000*l.* compared with that of the 5th of January, 1813. The deficiency, it thus appears, is

not more than 647,000*l.* whereas last year it amounted to 1,383,000*l.* The war taxes, after deducting 614,000*l.* carried to the Consolidated Fund to defray the charges of different loans, have produced about 3,829,000*l.* yielding a surplus of 1,001,000*l.* over the receipts of the corresponding quarter of last year. The property taxes have produced near 200,000*l.* more. The Customs have fallen off to the amount of 355,000*l.*; but, on the other hand, the Excise has experienced an increase of near 700,000*l.* We understand, that in the January quarter, about 400,000*l.* have been paid into the Excise for tea duties, towards the war taxes, and an equal amount towards the Consolidated Fund.

RECIPE AGAINST INFECTION.

Forty-six grains of black oxide of manganese, in coarse powder, are to be put in a small strong glass phial, with an accurately ground-glass stopper, to which two drachm measures of nitric acid of 1,400 specific gravity, and an equal measure of muriatic acid of 1,134 must be added; replace the stopper, and secure the whole by inclosing it in a strong wooden case, with a good screw-top, which, when fast, shall rest on the stopper so as to keep it in its place.—To use it, merely open the phial, with the nose averted, and replace the stopper as soon as the smell is perceived; repeat it, of course, occasionally, as you would any other fumigation. A phial so prepared, will last, instead of six months, several years; the mixture ought not to occupy more than one-third of the bottle. Any chemist can furnish the ingredients. This apparatus destroys all kinds of infection.

THE TAR OUT OF HIS ELEMENT.

An accident of an amusing tendency, as it happened to be harmless in its effects, though, indeed, it might have ended in a different result, took place in the presence of many fashionable spectators at Brighton on New Year's Day. An officer, a true son of Neptune (who, though under twenty years of age, has to boast of much honourable service; amongst other, that of having bravely fought in the same ship under the Temeraire hero, at Trafalgar, in the last glorious exploit of the immortal Nelson; and since to have survived the horrible carnage in the action between the Amelia, commanded by the daring Commodore Irby, and the Arethusa, a French ship of much superior force, but which the crippled state of the Amelia alone prevented her from capturing), having hired a brisk poney and a low gig, for his amusement, ascended the rickety machine; and with a *signal* smack from the whip, as *shrill* and as loud as *a boatswain's whistle*, in an instant was borne through the yielding and *wavy ocean* of atmosphere, at least at the rate of ten knots an hour. So long as his course presented the picture of *a straight*, it was as prosperous in avoiding mischance, as it was rapid; but in endeavouring to *weather* the *inlets* and their dangerous projecting *points* and angles, to be found in the *latitude* of Donaldson's Library, he ran *foul*, as it were, of an *exposed rock*, which gave his gig-like *skiff* such a *beam-end* cast and position, as left him in a kind of horizontal *foundering* situation on the *strand*. Nothing hurt, however, by this mishap, he reassumed the command he had so casually been ousted from, neglect-

ing, in his speed, to examine into the injuries his whirligig *vessel* had received; the consequence of which was, that the *bow*, shafts or *sprits*, both of which had been fractured, escaped notice, and which were *sprung* soon after he had again *made head*, with the impatient anxiety of a determined *cruiser* with an enemy in sight; an event that once more brought him *overboard*, completely *capsized* and *wrecked* his disastrous *bark*, while the *figure head* (the horse) was sent forward with an impetus seldom, if ever, outdone. The mirth which this latter misfortune occasioned was as much enjoyed by the cause of it as by any present, though he received a few contusions that would have given a limping gait and a wry face to many a swaggering beau.

AMERICAN STATISTICS.

Progressive Population of the State of New York.

The earliest Census, or any authentic computation of the population of this state, then a British Colony, is one taken in 1731, when the whole territory that was then settled, was divided into ten Counties.—The City and County of New York then contained 8628 Persons—King's County 2150—Queen's County 7995—Suffolk County 7675—Richmond County 1817—West Chester County 6033—Orange County 1969—Ulster County 3728—Duchess County 1727—and the City and County of Albany 8573. At that time Albany County comprehended all the territory of the Colony North and West of Duchess and Ulster Counties, which area now contains a population of about 750,000 Inhabitants, and near 150,000 Freeholders. The population of the Colony in 1731, was therefore 50,291—of which number 7231 were Blacks. In 1756 the population was enumerated by the Sheriffs of the several Counties, and the amount was 96,765—of which number 13,542 were Blacks. In 1771, the population had increased to 163,338—in 1786, it was 238,896—of which 13,889 were Blacks. The population in 1790, was 340,120, of which the Blacks were 21,324. In 1801, population 586,141—the Blacks, 20,613. In 1810, 949,220; of this number, about 15,000 are Slaves, and the Blacks may number, in all, 18 to 20,000. The increase, was, therefore, from 1731, 46,474, in 25 years—or 1858 persons annual average for each year. In the next 15 years the increase was 66,573. From 1790 to 1800, the increase was 246,021—from 1800 to 1810, increase 373,079—or an average annual increase for the last twenty years, of 30,955 persons in the State; and during the last ten years the average annual increase amounts to 37,307 persons, or 102 persons to a day! The City of Albany contains now more persons than the whole Province did 100 years ago—and the present population of the City and County of New York exceeds that of the whole territory of the State about 53 years since! From some transcripts of records made about 1660, there appears pretty good ground for a supposition that the whole population at that time did not exceed 5000 persons, exclusive of Indians.

The average population of the whole State is 208 persons to a square mile—and the ratio of the two last censorial returns, doubles the population in less than six years. We may safely ventures, therefore, from these data to compute the whole population of the State at 4,000,000, by the middle of this century.

CORRESPONDENCE.

MR. EDITOR, *16th December*, 1813.

IT is now fully eighteen months since the declaration of war by the United States of America was known in England; and consequently, sufficient time has elapsed to allow full scope for the activity, zeal, and success of our squadrons, hitherto the never-failing characteristics of the British navy. That in the war with America, the hopes of the country have been *miserably* and *fatally* disappointed, is too certain, as the loss of our superiority on the lakes of Canada, and too probably the consequent loss of the upper province of that name, besides the capture of frigates and many rich merchantmen, sufficiently prove. Having in former letters called the attention, if not of the A. B. (who perhaps prefer Jonathan's *broad hints*, and he *fails not* to bestow them) at least of your *naval readers*, to the consideration of the effectual prosecution of the American war, and at the same time bestowed the meed of praise, when due, to the board, for their exertions in preparing ships and frigates of a suitable size, and this praise I do not hesitate to repeat; I must be allowed once more to enter on the subject, with the purpose of examining, whether the naval directors or B. of A. have done *their duty* to the country, in sending adequate convoys and protection with our trade, and whether they have placed sufficient means in the hands of the Commander in Chief on the American station, both to *defend* our own possessions, and to alarm those of the enemy, and *destroy their* navy. I say *destroy*, for "*delenda est Carthago.*" On the first head, I am ready, and I am *happy* to bear testimony to the ample protection afforded to both the outward and homeward bound convoys for some time back: experience has made them wise in this respect; and finding that Commodore Rodgers, with some heavy American men of war, failed not to cruize for them, the force sent to guard our convoys has been ample, and the trade well protected to and from India, America, the West Indies, and latterly the Brazils. I must however observe, but I do so with reluctance, because it is really *disreputable* to the A. B. that the trade to Greenland, Davis' Straits, and Archangel, *was not* sufficiently protected last season, nor can it be so without a ship* of the line or some heavy frigates to secure it from the Americans; and the last accounts from the South Seas too sufficiently prove, that the trade and fishing there has fallen an easy prey to the activity and enterprise of our tormenting lilliputian enemy; it is really painful further to remark, that stronger protection *was certainly* demanded last season, both by memorials from the *ship owners* and merchants, and by communica-

* Had the President been nearer her own coast, she must have blown the Alexandria out of the water. The excuse of want of means to secure every station, when a 74 and two frigates are all that are required, cannot be sustained, when we have 1000 pendants.

tions through *your Chronicle*, for the Greenland and Archangel fleets; and *it is said* it was also demanded for the South Seas, although it appears to have been *too late* to prevent the very great mischief and severe loss which has ensued. Now, however, this too will be provided against, and it is fit it should be so. I make no doubt, that two or three 74's and as many frigates will be sent to protect the Northern fishery and Archangel fleets in the spring, and I know that frigates have sailed to traverse the South Seas and Pacific Ocean in search of the Essex; it is therefore *the activity* and *dashing spirit* of the enemy which teaches *our A. B. wisdom with effect*, though earnest, but respectful requests and memorials of our merchants and ship owners are *received*, and *are to be considered* and *perhaps attended to*, but seldom until Jonathan *shews himself*—they are often either *forgotten* or *neglected*. This is a true picture. I wish not to overdraw it—but I wish our naval advisers would *foresee just a little*, and not grope in the dark like moles; surely *naval men* could have foreseen the activity and enterprise of the American navy, which has been equally conspicuous with their good fortune, in *so often* eluding the numerous detached squadrons sent to cruize for them; that they have hitherto escaped is not *the fault* of the B. of A. they have for months past constantly kept squadrons cruizing for them, and on the whole, my belief is, they are *anxious* to merit the approbation of the country; and although tardy on *some* occasions, have *yet* done a great deal, although not all they might; but I hope they will, ere long, be more successful in the capture and destruction of the American navy, than they have been hitherto. With the exception of the capture of the Chesapeake and Argus, which nobly *sought* the combat, we have had little or no success, except in capturing privateers. Having already borne my tribute of admiration to the bravery and good conduct of Sir Ph. Broke, I shall only now add, that I am certain, could our ships oftener meet the enemy as fairly, the same success would attend their efforts. I come now to speak of the *exploits* of the squadron placed under the orders of the admiral on the American station, who is about to resign it, I trust into *abler hands*. He sailed from England with the confidence of the nation—that he will possess it on his return, I greatly doubt. * He has had ten or twelve sail of the line, twenty frigates, and as many sloops, constantly under his command, and *what have they done*, in truth—I cannot tell. I fear they have shewn, that the British lion was *sound asleep*, and that he *despised* his enemy *too much* to attempt *any thing more* than to provide the necessary supply of *sheep and oxen*. But the subject is too serious to trifle with—It is too certain that *little has been done*, certainly nothing great or worthy of this powerful fleet, composed of many of the finest ships, and commanded by some of our best officers in the navy. How it has happened I know not, but they have neither prevented the enemy from *going out* nor coming into port; and taking a general view of our naval operations on the coast of America, we cannot say that they have been attended

* As to his ability and activity.

with *glory to the country*, whatever may have been the advantages accruing to the admiral from his *widely* extended command. I shall conclude with remarking, that if it belonged *to him*, to forward the necessary supply of seamen to man the vessels employed on the lakes, *his* responsibility is *great indeed*. It is evident Sir Geo. Prevost, to whose zeal and activity, as well as that of Sir J. Yeo, every Canadian bears testimony), *did* apply to, and depend upon the admiral for *these seamen*; from the tardy arrival of whom, the superiority on the lakes has been in *one* instance lost, and is at this moment, it is to be feared, lost entirely; and thereby the most disastrous consequences entailed on the Canada's. If the admiralty directed seamen to be sent *from* the fleet, then is the admiral responsible for the mischief; if not, surely with the resources we have, viz. 140,000 seamen so lately voted, the apathy and supineness of the B. of A. is great beyond credibility, that could *hazard* the loss of *such valuable colonies*, by refusing to send, or not doing it in time, seven hundred seamen, and the necessary supply of carpenters for the lake service. That a considerable number accompanied Sir J. Yeo, I admit; and I hope, with *very inadequate* means, he will yet be able to maintain his ground. But our great loss is *want* of discernment and the capability of applying *immediate* and *effective* remedies—in this science our B. of A. are novices—"*Sed experientia docet.*" Let our naval motto be, the destruction of the Yankee fleet—"*delenda est Carthago.*"

ALBION.

N. B. If Albion is incorrect in *any* of his *statements*, he will cheerfully, on conviction, *own* his error. He loves his country, and glories in its success; but the victorious career of a Wellington and our allies ought not to *blind* us to glaring misconduct elsewhere; for assuredly the war with America has not yet been glorious to Britain; she has lost more than she has gained.

MR. EDITOR, *Bristol, 4th Feb.* 1814.

I AM sorry that it does not lie in my power to give your Correspondent A. F. Y. the information he requires, to the extent of his wishes, or the importance the subject demands, regarding the intent, use, and construction of carronades. I have been informed, they were introduced into the service during the last American war, but by whom I never learnt. Probably, there are some of your readers that could favour both him and me with this information; also from what cause they derive their present appellation.

Carronades, * from the construction of their interior, † appear to be

* The first constructed carronades, when fired, were, from their shortness, attended with the disadvantage of not carrying the explosion clear of the ship; to remedy this defect, the diameter of the bore or cylinder at the muzzle has been increased, which simple alteration has, in a great measure, obviated this complaint. The same improvement would be of great utility to all short guns for sea service, as well as to long guns used in batteries; the frequent explosions from the latter, constantly prove destructive to the sole and facings of embrazures, and when faced with fascines frequently sets them on fire. This merits investigation.

† The interior construction of ordnance (of whatever description) is the part

an improvement on the principle of an howitzer; which has contributed to give to their fire, a degree of velocity and precision, far superior to that of an howitzer. I apprehend it was part of the inventor's view, to supersede the use of guns, for which they seem well adapted, particularly when the object is at a close or near distance; their peculiar lightness renders them easier to work with fewer hands (being quicker loaded, readier pointed, &c.) than guns. These qualities will ever give them a decided preference, for arming the forecastle, poops, &c. of all ships, where guns from their length and weight would be too cumbersome. And were the decks of those ships that carry 12, 9, and 6-pounder guns, armed with 68, 42, and 32-pounder carronades instead of these guns, it would be adding considerably to the effect of their fire. The superior efficacy that large calibres have over small ones, having been generally known for a long time past, it surely is high time to banish from the decks of line of battle ships, all natures of ordnance, whose calibres are less than a 24-pounder, and from the naval service altogether, all that are less than an 18 pounder.

From the circumstance alluded to by A. F. Y., ships should never be wholly armed with carronades, without their being possessed, in a superior degree, of the qualities of closing with, or leaving their opponents. Instances have occurred, where the enemy have taken the advantage of these circumstances, and placed themselves out of range of their carronades, (without imputing any defect to their shot, from either holes or dents, or being below the proper gauge) whilst the shot from the enemy's long guns had every effect. To obviate in some measure this vexatious disadvantage, to which ships armed only with carronades are liable. The carronades ought to be elevated as high as their carriages will admit, and the charge of powder increased. Instead of using the allowed medium charge of one twelfth the weight of the round shot, the allowed highest charge ought to be used, viz. (one eighth the weight of the shot.) If this charge and high elevation should not produce the intended effect, the charge must be increased to one sixth the weight of the round shot; this I admit is an extraordinary high charge for carronades; but as it is indispensably necessary to return the enemy's fire with some chance of effect, and which has now become the first object to commanders of ships thus situated, the risk of dismounting one or more of the carronades, ought not to be adduced as a reason for not attempting the use of this charge. No apprehensions need be entertained of their bursting, as they already have been proved, by being fired twice, with a charge of powder equal to one fourth the weight of the shot. *

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alone which affects their ranges. The exterior has no influence whatever, beyond determining its weight, and suitableness for mounting it on carriages. As to the external trappings and ornaments of rings, ogees, astragals, fillets, &c. they are useless. Guns would be found equally serviceable without them, as those that have them.

* 68 and 42-pounder carronades are an exception. The former being proved only with 13lbs. and the latter with 9lbs. of powder.

Whenever an enemy, adopting this mode of attack, unexpectedly finds his fire returned, he will probably think himself very fortunate in having it in his power to give up the contest.

The great windage between the shot and carronade alluded to by A.F.Y., I cannot conceive how it could possibly occur; for in order to give carronades as great a velocity as possible, the allowed windage in them is less by one half than what are allowed in guns of the same calibre. The allowed windage for a 32-pounder gun is three inches, or the one twentieth part of the diameter of the shot; that of a 32-pounder carronade, being only fifteen inches, or the fortieth part of the diameter of the shot. Probably the shot alluded to, were French 26-pounders, which are fourteen inches less than our 32-pounders; if so, this will account for the great windage, and consequent shortness of their ranges, better than ascribing it to a dent or two; which, if they are not of any depth, can have but little influence on their range. With respect to shot having holes in them, this proceeds from a defect in casting, and when such are tendered to the service by the contractor, they ought to be rejected. Dents likewise proceed from a defect in casting, but which are not discovered till after having been frequently moved; the collision attending their removal, breaks off the scaly part, and discloses those dents, which are commonly attributed to rust. *

I am, Sir,

Your obedient Servant,

IRON GUN.

MR. EDITOR, *6th Feb.* 1814.

AT the present moment, when we are preparing to send out a strong naval force to America, (which I hope will have all sailed before this letter meets the eyes of the public) under a newly appointed commander, to whose vigilance, activity, and enterprize, the nation will look forward with no common degree of interest; it may not be altogether unprofitable, to advert once more to that want of success, which has hitherto generally attended us, in the prosecution of the war with America. So far as the navy have been concerned, with the exception of the capture of the Chesapeake and Argus, we have surely little to console

* The following composition will effectually guard iron from rust. Take equal parts of fine red ochre, and the dust of well burnt red brick, pass them through a fine hair sieve, Mix and rub them together on a painter's stone, with as much Swedish tar as will thoroughly incorporate them (in the same manner as painters rub their paints); then add as much boiling hot tar, as will bring the composition to a proper consistence, and fit to lay on with a painter's brush, having previously freed the iron from all dirt, rust, &c. Two or three coats will be sufficient, observing to allow the first coat to be perfectly dry before the next is applied. This composition will effectually preserve all kind of timber or wood work that may be exposed to sun and weather, and will be found far superior to any kinds of prepared oils and paints, however manufactured.

ourselves with, and if we put the loss of our own *three* frigates into the scale, *our* captures will kick the beam. Allowing, as I do, that they were bravely defended, and that no human foresight could have prevented the Americans meeting them on the vast Atlantic, I would only assert, that their capture should have *spurred us* on; should have induced our commander on the American station, to have *strained every nerve* and *run considerable risks*, (if his orders did *not* positively forbid it, and we have never yet seen naval enterprise checked by the government) to destroy the infant navy of this *arrogant foe*, in their own ports. I do not assert that this *was* practicable, but I conceive that the marine corps entrusted to the orders of Sir J. Warren were *meant* to co-operate in this so every way desirable event; and, I cannot help thinking, that some of the naval ports where their frigates lay, might have been carried, as well as the ships destroyed, with perhaps considerable loss; but had it cost us even five hundred men, the object in my opinion called for the sacrifice, considering the state of our contest with the United States. Had this been done, instead of landing at *many* different points, and perhaps distracting their attention a little, without any other object than to put them on the alert; there would have been no occasion *now* to send a still more powerful fleet, and an additional marine force to that quarter of the world; for, crippled as our squadron has been by the hurricane at Halifax, it ought still surely to be very formidable to an enemy possessed of only half a dozen large men of war.

Hitherto, however much we may have possessed the power, we have, conscious of our superiority, forborne to commit hostilities beyond the capture of *sheep and oxen*, even on that part of their coast where their newly invented torpedo's were preparing for the destruction of our navy. To forbear reprisals under these circumstances, was no doubt magnanimous, as we could perhaps have only punished the innocent inhabitants, whilst those actually fitting out these infernals might have escaped the vengeance of justly incensed enemies. It is much to be feared, that this unnatural war (if continued, and I do not see how peace is to be expected, except the Americans recognise our right of searching for, and taking our own seamen from neutral ships, which they have sworn to resist) will become one of unprecedented cruelty. We have taken *many* deserters from the British men of war on the American station, who are now on the eve of trial, and will in all probability suffer as traitors; it appears the American government are determined to retaliate, and put to death an equal number of British prisoners, whom they have already put in close confinement; such conduct can only lead to a war of cruelty and extermination, to such scenes as must be disgraceful to any European state; but we know that honour is *little known* and *less* practised by the American government or people; and if they put their threats in execution, and murder a single British prisoner now in their power, as a retaliation for the life of a deserter from the British *standard to theirs*, and who suffers justly as a traitor to his country, they must expect to feel the full force of British vengeance, and to have their towns and villages laid waste and destroyed; however,

unwilling we may be to proceed to extremities, *false* would be that humanity, which saw such monstrous violations of the law of nations, and of nature, not only promulgated to the world, but acted upon. I know not what the orders of the new commander in chief on the American station may be; but, from the quantities of Congreve's rockets, &c. shipped on board his fleet, I have little doubt, if matters do come to a crisis, and the American government put its threats in execution, they will entail on their devoted country all the ruin and misery which fire and sword can effect. It will be well that they pause, before they retaliate on the lives of innocent men, for those, justly expiating to their offended country the base desertion of its rights which they swore to defend. Yet, it is sincerely to be wished, that, in the punishment of these deluded, unfortunate wretches, judgment may be tempered with mercy; and, whilst example shall warn *others* of the fate of traitors, let mercy save the multitude, to proclaim the humanity and mercy of their country, which has spared their forfeited lives. The time is now nearly come, when America, if she still prolongs the contest, must feel the full force of Britain's powerful arm; our attention, hitherto diverted to the continent of Europe, will soon be given to the continent of America, where we can oblige her to again bring forth all her population, to prolong a contest the American people are already tired of, and which if persevered in, under these circumstances, may probably lead to disunion amongst the States, and a dissolution of their rising empire. Let the fate of the Corsican warn his friend at the head of the government in America, to calculate his chances well.

ALBION.

MR. EDITOR,

THE following is a copy of an interesting official communication, not yet published, which had been sent to the Transport Board.

Your frozen humble servant,

TIM WEATHERSIDE.

Copy of the Journal of the Sir William Bensley, 575 Tons.—Complement, 28 Men, 6 Boys—Armament, 16 12-pounder Carronades.

1813, 14th Dec.—At 30 minutes past meridian, in Lat. 48° 46′, in Long. 35° 5″, saw a strange sail to W.S.W. of us, standing after, and coming up with us very fast, set the square main sail and jib, let two reefs out of the main top sail, and three out of the fore ones, and all out of the mizen one, and the reef out of the fore sail, the stranger coming up with us very fast. At 1 10 P.M. the stranger, being a long low ship, hoisted a pendant without any colours, and set his main top gallant sail, but was obliged to take it in again, being too much wind and a heavy sea running from the southward: turned the hands up to quarters immediately. At 1 20 P. M. finding he had so much advantage of us in sailing, fired a gun to leeward, and hoisted our colours and pendant; she answered it with English colours; she was then within two or three miles of us: seeing she was a corvette built ship, up courses and down jib to be ready to receive her; at 1 50 P. M. the stranger was within half pistol shot of us, she down English colours, up American, and fired a shot, which we returned immediately with a

broadside from our starboard guns: she laid on our starboard beam fifteen or twenty minutes, and finding a warmer reception from great guns and small arms than she expected, she shot a-head and run athwart our bows. Expecting that he would have raked us with his larboard guns, and drop on our larboard bow to board us, immediately put our helm up, endeavouring to run on his quarter; but the ship would not answer her helm, as the mizen being set and the colours being at the peak, and not wishing to lower them down for fear he should think that we had struck, being within half pistol shot on our larboard bow. As soon as he was out of a raking position, we received him with our larboard guns, and gave him a whole broadside with three cheers fore and aft. Wore ship and kept a continual fire as long as our shot would reach him; he felled on his larboard tack and hawled his fore tack on board: we immediately hove-to to see if he meant to return; we laid-to about twenty minutes. At 3 40 P. M. we up jib and wore ship; he squared his cross yard and up jib, apparently to follow us. Well knowing we could not get away from him, we down jib and hove-to again, he immediately down jib and felled his mizen top sail and down main tack, and stood to the westward clean upon a wind, with his larboard tacks on board. We wore ship and made sail on our course, and fired two guns to windward. She was a long ship, pierced for ten guns of a side, and apparently full of men; but with able assistance from Capt. Horrie of the George, in assisting to work the ship, and Mr. Eadie his mate; likewise the whole of his crew, as well as the whole of our own, to protect the ship as long as they were able, I am happy to say we had only one man slightly wounded with a splinter from a grape shot; but we suffered considerably in our rigging, having three main shrouds, three top mast backstays, and one main top mast shroud shot away with our starboard main brace, with a quantity of our running rigging, and a great quantity of large and grape shot through our sails; he struck us between wind and water on the starboard side; he stranded our main stay and grazed our fore mast and mizen mast. At 4 P. M. saw a stranger to the E.N.E. of us, standing to the westward, apparently a merchant vessel, made signal of an enemy in sight. At 10 A.M. in examining the ship, found three shot through the upper streak of her copper, and some grape sticking half in, and a great quantity of small shot had struck her and cut her copper from the fore part of the mizen chains, to the after port of the fore chains, and finding the ship makes from two to three inches of water more than she did before the action commenced.

Tuesday, 14th December, 1813.

(Signed) MARMADUKE WILKIN.

1813, *Dec. 22d.*—At meridian, strong breezes and cloudy weather; all sail set, hove to, and sounded in 75 fathoms water; saw a strange sail to the southward, in latitude 48° 58′ N. longitude 8° W. Fresh breezes and cloudy weather, with heavy squalls of wind and rain; the strange sail still coming up with us very fast, all sail set.

At 1 P.M. made her out to be a schooner. A strange sail to the N.ward coming up fast with all sail set. At 1. 30. P. M. saw she was a long vessel,

and edging to get into our wake; turned the hands up to quarters, with fresh breezes, squalls of wind, and rain. At 1. 50. P. M. he got into our wake, loosed his main-top-sail, and fore-top-gallant-sail. We then were sure she was an enemy; and finding that he had such an advantage of us in sailing, we up courses and took in the main-top-gallant-sail, and run under our 3 top-sails to see what he was before dark. All hands, and every thing, being ready to receive him, knowing we could not run away.—At 2. P.M. he bore away in our wake after us; we kept the ship under her 3 top-sails, so as to have her under good command. At 2. 10. P. M. she fired the first shot, and hoisted American colours; we immediately up colours and pendant, and returned it with our starboard broadside. As soon as he had fired his larboard broadside, he wore across our stern and fired his starboard guns, with a continual volley of musketry, four times successively, and each time of wearing, his jib-boom scarcely clear of our stern; and finding our ship wear remarkably well, and answered her helm to our satisfaction, humoured her so as to get our guns to bear upon him every time: and continually kept a severe firing of great guns and small arms, as long as we could get them to bear on him with round and grape. The fifth time he wore round on our starboard quarter, we immediately put our helm a-port; and having the whole starboard broadside ready with round, grape, and double headed shot, poured the whole broadside into him, with a continual fire of small arms, with three *cheers*. He kept a continual fire of small arms and great guns. For three or four minutes we could perceive he was greatly damaged, both in his hull and rigging, having his peak, haulyards, and fore-top-sail-haulyards, shot away. He immediately wore round, and hove-to to the S. W.rd and apparently in great confusion. At S. 15,, after his heaving-to with his head to the southward, we ran under our three top-sails and fired a gun to windward; we ran under that sail for thirty minutes, to see if he meant to follow us; but finding he had all sails furled, and still laying to the S. Wrd., we down fore and main tack, and set main-top-gallant-sail, and made all sail possible on our course. He was pierced for 10 guns of a side, but only perceived nine mounted; and having his deck lined with men, as full as he could stow, with the immense quantity of grape and musketry, has cut our sails to pieces, and injured our standing and running-rigging greatly, three large shot between wind and water, and one about three feet under water: our upper works, on our larboard side, our stern and boats, are full of grape-shot and musket-balls, but had not a man hurt on board; we had two guns dismounted, and one of the carriages broke; but with the able assistance of Captain Horrie, his mate and crew, as well as our own, we were fully bent and determined to keep the Sir William Bensley as long as she would have kept a-float.

(Signed) MARDK. WILKIN.

Wednesday, 22d Dec. 1813.

Memorandum—The master and 21 men, of the George, merchant ship, were on board the Sir William Bensley, having been picked up at sea.

CAPTAIN HORTON, R. N.

WE with great readiness give insertion to the following communication from this gallant officer.

Walmer, Deal, January, 1814.

As it has not been my good fortune to have been in any of the great naval actions which must hereafter become leading features in the history of the late and present wars, I am rather tenacious of such few instances, wherein the fortune of war has favoured my exertions; [and, therefore, cannot be desirous*] of having what little honour and merit I may have acquired, attributed to other officers, after 33 years faithful and honourable service.

As the Editor of a publication which will in all probability become the basis of our naval history, it can only be your wish to render justice to every individual. As such, I feel myself called upon to require your attention to the two following circumstances, wherein great incorrectness has appeared, in the Naval Chronicle, to my prejudice as an officer, as far as the privation of certain claims of approved service extends.

The points alluded to are, in the first place, relative to the action of H. M. S. Dido and Lowestoffe, with La Minérve and l'Artimese French frigates, in the Mediterranean, 1795; on which occasion you have represented, in your Naval Chronicle, 1805, page 287, Captain George Clarke, as having been *first* lieutenant of the Lowestoffe, and ascribe merit to him in that capacity, which from my having filled that station, and having been promoted to the rank of commander for my conduct, is due to myself. Captain Clarke was only second lieutenant, and was NOT promoted, for some considerable time after; and, most decidedly, NOT for that action.

Having observed a similar mistake in a monthly publication about that period, I addressed a letter on that subject, to J. Mc'Arthur, Esq. who, I understood, had an interest in the work, to have the mistake corrected; but I never received any answer.

Secondly, I allude to the Memoirs of the late Captain James N. Newman, under which is noticed, the action of his Majesty's sloops Fairy and Harpy, with La Pallas French frigate †, 6th of February, (by log) 1800; when that frigate was *ultimately* captured by H. M. S. Loire, Danae, Fairy, and Harpy sloops, off the Seven Islands; on which occasion I had the honour of commanding the Fairy.

My public letter on that occasion, corroborated by an extract of the Fairy's log, which I enclose, proves the incorrectness of the statement in Captain Newman's memoirs, both as to time and *facts*; wherein la Pallas is represented as having been seen by Lord Proby, at 2 P. M.; and neither

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* Some such words as these seem requisite to the sense of the passage.—EDITOR.

† See N. C. vol. xxx. p. 372, &c.

Harpy or Fairy are admitted to have taken any share in the action *at night*; which operated at the time very much against the interests of Captain H. Bazely and myself; but which in some degree I obviated, by laying the Fairy's log-book before the Board of Admiralty, through Lord Spencer; and my confutation of Captain N———'s statement led to the promotion of my friend Captain H. Bazely, after it had been previously refused and withheld from the incorrectness of his letter alone; and, speaking of the action of the morning, his representation of Lord Proby's having seen La Pallas, at 2, P. M. was *quite impossible;* as the Fairy and Harpy were in close action with her at that period, which did not cease tilll ¼ before 3. A quarter before 4, was the earliest moment La Loire, Danae, and Railleur, were discovered from our mastheads, although we were looking out most anxiously for them, knowing their station: and the chief merit I claimed, on the part of the officers and crews of the two sloops under my orders, was, our contriving to give chace to La Pallas, so expeditiously, after being so much crippled in the action, and, by a little manœuvre, cutting her off from the land: as, had she succeeded in getting *in shore of us*, she must have effected her escape; but, from the impression we had made upon her, she would not risk the renewal of the action.

Regarding the action of the evening, to prove moreover the want of candour on the part of Captain N. I must likewise beg leave to notice, that the Harpy had been a considerable time closely engaged; not less than 15 minutes lying on her quarters, when she was hailed from the Pallas, to cease firing, in the following terms:

"*Ne tirez pas encore—nous sommes à vous;*"

upon which Captain Bazely; sent his first lieutenant (Watson) on board La Pallas, who took the French captain on board La Loire. After the prisoners were removed by the boats of the squadron, Captain B. went on board to pay his respects to Captain Newman. When presented to the French Captain, he observed, that the Black brig had done him more damage in the night action, than the whole squadron.

The Harpy's force was 16-32-pounder carronades, and 2 long 9-pounders. The impressions vessels of a similar force have since made (single handed) on the enemy's frigates, in various instances, you must be sensible of. From the time La Loire, Danae, and Railleur, joined in chace, the whole squadron were carrying royals; and I believe, until after La Pallas ceased firing, (unless from calm) not *one* of the squadron ever could have taken them in, from *too much wind*; although, from Captain Newman's statement, one might be induced to suppose it had blown fresh at the time.

Extract from the Log Book of H. M. Sloop of War Fairy.

"On the 5th inst. the Fairy and Harpy in company. At 8, the Cordelier, N. E. five or six miles. At half-past 11, saw French frigate. At 2, brought her to action. At a quarter before 3, the enemy ceased firing, and made all sail to the N. E. Refitted and made sail after her. At a quarter past 3, set the steering sails. The enemy heaving up to the N. and W. made the Harpy's signal to gain the wind of her. At 4, saw from the mast-head three strange sail; made the signal for an enemy, which repeated with a gun every five minutes; as did the Harpy. A quarter past

4, the enemy bore up; 20 minutes past 4, made the signal to engage, as coming up with the enemy; half-past 4, Roquedau, N. N. E. 6 or 7 miles; made the preparatory signal to rake the enemy; half-past 5, the chace W.; the Harpy W. by S. light breezes; at 7, the three sail 4 or 5 miles before the lee beam; wind S. S. W. Half-past 8, made the private signal to the ships to leeward, which they did not answer. At 9, spoke H. M. S. La Loire, and *pointed out the chace* to Captain Newman, then a gun and half shot on our weather quarter; tacked in compliance with his orders. At 10, spoke the Rallieur, tacked occasionally. Quarter-past 11, La Loire and Rallieur firing their bow-guns at the chace. The enemy tacked at half-past 11, and getting close in with the Seven Islands, a smart action commenced between her and La Loire; 20 minutes before 12, gave the enemy our broadside on passing, which repeated on the other tack; several guns firing from the batteries; Rallieur and Harpy as well as La Loire, occasionally engaging the enemy, which, at half-past 2, struck her colours, and proved to be the Pallas, a new French frigate, of 46 guns, and 380 men, from St. Maloes."

MR. EDITOR,

I WAS much surprised at seeing last month, a very considerable portion of a page of your Chronicle occupied by a correspondent of yours, "TOM STARBOARD," in preferring a complaint against the Lords of the Admiralty, for having fixed a board on the wall in front of the Admiralty. What motive your correspondent can have in making a charge which is unfounded, and which can answer no good end, I am at a loss to discover; possibly it might be to fill up a little of his vacant time, of which no doubt he has plenty to spare, if he cannot find any better employment than criticising the notices against the walls of the public offices.

I will not go any farther about, but come to the point at once.

Your correspondent says, there is a board fixed on the wall in the front of the Admiralty, giving notice, that "Persons found begging *here* will be prosecuted," meaning, as he wisely enough *(in his own opinion)* imagines, to imply that any of those gallant defenders of our country who are found there waiting for their due, will be prosecuted *there*.

But it does not allude to them in the most distant manner; it is intended *only* to apply to those *mendicants*, who used to be in the habit of attending that place in considerable numbers, to the great annoyance of the passers-by; and has on the face of it a very different meaning than that attempted to be put upon it by your Correspondent; for if he will give himself the trouble to walk to the Admiralty and again look at the board, he will find that the *comma* is placed after the word "*here*," which is perfectly correct, and gives the exact meaning it is intended to convey; and completely alters it from what it would be *if it was* placed after the word "Begging," as your Correspondent says it is.

JACK LARBOARD.

MR. EDITOR, *New York, January* 3, 1814.

IT may be useful to many of your readers to have laid before them the following official documents, respecting prisoners of war in this part of the world. Your's, with respect, G. D.

STATEMENT

Of American and British prisoners now in close confinement, on retaliatory orders from the respective governments.

(A)

Return of British Prisoners confined in the gaols of Concord and Portland; and of American Prisoners of War confined in the town gaol at Halifax, Nova Scotia, Sept. 1, 1813.

BRITISH.

Names of Prisoners confined at Concord, &c. with their rank.	*Ships they belonged to.*	*Description of persons they are confined for.*
John Pierce seaman Robert Robinson do	Br. ship of war Guerriere	For 1 seaman of the U. S. brig Nautilus.
John Squirrel do James Russel do	Br. ship of war Dragon	For John Stevens, carpenter, & Thomas King, seaman, U. S. sloop Vixen.
William Keats, carpentr A. Redingfield, boats'n	Swallow packet.	
Capt. Barss, commander	Privateer Liverpool Packet.	For Captain Nicholas, late of Decatur Privateer
Capt. Woodward, do	Unknown.	

AMERICANS.

Names of prisoners confined at Halifax, with their rank.	*Ships they belonged to.*	*Man of War or Privateer.*
Thos. Carpenter† seaman	Chesapeake	Man of War
John Pressy† do	do	do
Stephen Ball† do	do	do
Sylvester Slacy do	do	do
Joseph Goodall do	do	do
John Chappel do	do	do
James Peterson do	do	do
Isaac Porter do	do	do
George Miller, carpenter	do	do
Math. Rodgers, gunner	do	do
James Trask,†sail-master	Revenge	Privateer
John Light, lieutenant	Julian Smith	do
J. R. Morgan,† command.	Enterprize	do
William Lane, do	Wily Reynard	do
David Perry, lieutenant	do	do
Thomas Swaine do	do	do

NOTE—The persons marked thus † have been twice found in arms before exchanged.

In consequence of Thomas King, of the U. S. sloop Vixen, having made his escape from Bermuda, in an open boat, and since arrived in the United States, Squirrel and Russell, who were confined for him, have been released by the American government from close imprisonment; and orders have been given at Halifax to release Goodall, Chappel, Peterson and Porter, in consequence of information having been received there of the release of Squirrel and Russell.

For the Sixteen American Prisoners, above named, the American Government have put into close confinement at Ipswich, Mass, the following British Prisoners.

Thomas Cooper, carpenter, British brig Boxer, confined Oct. 7 1813. John Clark, gunner, do do. Adam Kirby, seaman, do do. Samuel Thorp do do. John Benbow, do do. James Onion, do do. Richard Howe, do do. Danl. Dowland, do do. Thomas Hewes, ship Tenedos, do. John Humphries, ship Nymph, do. E. Clements, master, privateer Fly, do 12th of Oct. Wm. Nickerson, lieut. of privateer Weazel do. Wm. Owen do privateer Experiment do. Robert R. Black do privateer Fly do. Jas. Ross, commander privateer Dart Nov. 2. Benj. Johnson, mate, Pitt M V Oct. 19.

(B)

COPY.

We, George Thomas and John Williams, both of Portsmouth, in the county of Rockingham, and state of New-Hampshire, mariners, of lawful age, testify and say, that on or about the twenty-seventh day of November last, we sailed from Boston in the privateer Decatur, (belonging to Newbury-port, Captain Nichols, being master) on a cruise. That on the 16th day of January, the Decatur was captured by the British frigate Surprise, commanded by Captain Thomas Cochran, and on the twenty second of said month we arrived at Barbadoes, when Captain Nichols and his officers were sent on shore on parole. That some time after this Captain Nichols was apprehended and put on board the guard ship, on account, as alleged, of some ill-treatment he had given to some English sailors when he was in the brig Alert.

(Signed) GEORGE His ✕ Mark THOMAS.
JOHN WILLIAMS,

QUESTIONS.

1st. Was Captain Nichols confined in a cage of five feet wide and seven feet long, as stated by one James Foote, in the Newbury-port newspaper, on the first of June last?

Answer—No. There was no such thing as a cage on board the prison ship; but a barracado merely to secure the prisoners from having intercourse with the guard. Yet Captain Nichols had a state room, together

with the liberty of the cabin and of the quarter deck, while on board the prison ship.

2d. Did you, or either of you, hear from Captain Nichols himself, or from any other person at Barbadoes, that he was ill-treated on board the prison ship?

Answer—No. We did not.

3d. Had James Foote any more means to be informed in what manner Capt. Nichols was treated than you had, while at Barbadoes?

Answer—No. Nor so much, as he was in the hospital all the time he was at Barbadoes, excepting a few days previous to his taking passage for New-London.

(Signed) { His GEORGE ⋈ THOMAS, Mark JOHN WILLIAMS.

Portsmouth Aug. 16, 1813.

State of New Hampshire,

Portsmouth, to wit.

On this day, the sixteenth of August, in the year of our Lord one thousand eight hundred and thirteen, before me Samuel Elliot, notary public, in and for said state, by letters patent duly commissioned and sworn, and a justice of the peace for the county of Rockingham, in said state, personally came and appeared, George Thomas and John Williams, who, being by me duly sworn according to law, made solemn oath to the truth of the foregoing deposition, by them subscribed.

(SEAL.) In testimony whereof I have hereunto set my hand and affixed my Notarial seal of office, the day in the year herein last above written.

SAMUEL ELLIOT,
Not. Pub. and Jus. Peace.

(C)

List of 59 military American prisoners of war, sent from Halifax to England in the British ship Melpomene—supposed to be British subjects.

Deserted from 14th B. regt. of foot, John Doud, John M'Gowan, John Brown, James Henry, Barby Cannady, Patrick M'Dennis, James Carey, James Givin, Hindrew Anderson, John Makey, Thomas Stewart, Robert Maxwell, Matthew Flagerty, James Miller, James Scott, Hugh M'Guire.

Do. from the 6th regt. Edward Cranney, Andrew Coke.

Do. from 1st light artillery, G. M'Hendrick.

Do. from 14th regt. foot, Thomas Taggart, Thomas S. Newland, J. Fitzpatrick, James Lowry, Michael Wayne, John Lynch, Thomas Clayton, James Evans, Barney Hey, Major Watson, Matthew Campbell, John Napernay, William Melvin, William M'Koy, Edward Evans, Charles

M'Keever, Charles Denson, Edward Denmade, George Courtney, William Sloin, Archibald Patterson.

Do. from 6th regt. Robert Norton, Edward Gorman.

Do. 14th, Dominick Cannon.

Do. 6th, James Hunter.

Do. 14th, James Brown.

Do. 5th, John Barlow.

Do. 14th, William Kelley, Patrick Cahoe.

Do. 1st, John Eagan.

Do. 14th, Samuel Gray, William M'Ever, John Smith, John Todd, George M'Mullen, Charles Kelly, John Smiley, B. M'Coneghy, Con. O'Ned, John Fenney—Total 59.

For these 59 prisoners, the American government have confined an equal number of military British prisoners at Chilicothe, in Ohio, their names are not yet known.

(D)

List of 101 American prisoners of war sent to England from Halifax, in the British ship Regulus, 1st September, 1813.

Thomas Costen, gunner, belonging to the Wily Reynard, privateer; John Jones, boatswain, do; John Jackson, Cook, do; Henry Butler, Steward, do; John Charles, seaman, do; John Brisk, do do; John Machahan, do do; John Boyer, do do; William Kirkpatrick, do do; Perry Hall, do do; William Lindsey, do do, Hezekiah Wilson.† do do; Manuel Tois, do do; Joseph Wood, do do; Jos. Brown, do do; N. Holden, do do; Charles Kingman, do do; Robert Parker, do privateer Thorne; Joseph Forrester, do do; Zach. Hunter, do privateer Hunter; George Pider, do privateer Cossack; Nathaniel Weston, do do; Charles Green, do do; Benj. Ward, do do; Benj. Hill, do do; Daniel Ropes. do. privateer Montgomery; E. Henfield, do do; Wm. Clark, do do; William Wanton, do do; John Forbes, do do; Thomas Sparks, do do; John Phinney, do. privateer Julian Smith; Asa Higgins, do do; Geo. Lawrence do do; Nicholas Verplust, do do; Thos. Snow, do do; Joseph Cloutman, do privateer Enterprize; John Widger, do do; Peter Melzard, do do; Nathan Fuller, do do; John Clothy, do do; Henry Torry, do do; Robert Russell, do do; Frederick Williams, do do; Jesse Goss, do do; William Clothy,* do do; Isaiah Pettigal,* do do; John Tarlton, do privateer Gen. Plumen; Isaac M'Kenny, do do; Joseph Verney, do do; Samuel Moore, do do; M. Waterhouse,* do privateer Teazer; A. Francis* do. privateer Porcupine L. of M; Daniel Lucas,* do do; Jacob Johnson,* do do; James Andrews, do do; John Thompson, do privateer Thomas; John Card, do do; Robert Hillsbrook, do do; Henry Pitman, do do; John Marshall, do do; P. M'Intire, do do; J. Driscoe,* do do; Ephraim Crass,* do do; Robert Brown, do privateer Wasp; Thomas Ferguson, do do; Jas. Hunter, do do; Robert Forsyth do do; Edward Cooper, do do; James Richardson, do do; Elisha Smith, do privateer Yorktown; Asa Tufties, do do; Joseph Spauldings, do do; Robert Stoddard, do do; G. W. Hamilton, do do; Goodman Anderson, do do;

John Jessamine, do do ; John Davis †, do do; Charles Blake, do do ; Elisha Punal,* do do ; Henry Bump.* do do; Chas. Johnson,* do do; Samuel Goulding, do do ; Isaac Gilbert, do do ; James Wilson, do do ; W. Rogers* do do ; Richard Eddy, do do; John M'Kay, do do ; Hans Selby, do do; Charles Brown, do do; Daniel Stroms, do do ; Edward Phillips, prizemaster of the Lavinia, recaptured from the Yorktown; John Burns, seaman, privateer Snap-Dragon ; Wm. Brown, do privateer Polly ; John Cook, do do ; Isaac Hawkins, do privateer Columbia ; F. Burmingham, do L. of M. privateer Ulysses ; Thomas Brown, do privateer Fox ; Th. Hutt, do privateer Thomas ; James Evert, do privateer Yorktown ; J. Walling, do do—Total 101.

List of 101 British Prisoners, put into close confinement by the American government, in retaliation for the 101 prisoners (before named) sent to England in the British ship Regulus.

Peter H. Dircide, gunner ; Antonio Fernandez, mate ; William Collings, cook ; Thomas D. Purney, steward ; Alexander Gouge, prize master; John Walm, seaman; William Randall do; William White do; John Selby do ; John Harvey do ; Robert Durfey do ; James Clucas do ; Richard Curtney do ; Alexander Stewart do ; Alexander Cummings do ; Charles Williams do ; Charles Bell, marine ; John Monks, seaman ; John Riley do; John Storey do; John Finsman do ; Edward Downing do ; Bela Huntington, marine; John Williams seaman; Richard Whitear do ; Christopher Roust do ; Isaac Cuffee, marine ; Isaac Muse do ; Joseph Frotten do ; Alexander Tropson do ; Isaac Connell do; John Young do ; Andrew Guillurney do ; William Playcard do ; James Fry do ; George Wheeler do ; James Arnold ; Author Benson do ; John Lloyd do ; Nicholas Mesurier do ; Isaac Coss; seaman ; John White do ; George Couthard do ; Thomas Sommers do ; John Tilt do ; Peter Holloway do ; John Careman do ; John Williams do ; James Morrison do ; William Gratage do; Henry Horn do ; James Taylor do ; John Milley, do ; John Lanibs, do ; Edward Jones, do ; John Anderson, do ; James Campbell do ; John Leslie, do ; Wm. Radcliffe do ; Patrick Fothergreen do ; William Stevens do ; James Cooper, do ; James Jackson do ; Samuel Sherman do ; James Dawson do ; Benjamin Carr, Matthew Robinson do ; John Cracker, do ; John Dode do ; William Slater do ; Edward Crooke do ; James Norland, do ; James Ladd do ; James Bird do ; John Bent do ; John Ray, do ; Stephen Ridding do ; James Stays do ; Joseph James do ; Thomas Stephenson do ; Charles Nelson do ; John Nicholas do ; John Miller do; Jacob Monks do ; Benjamin Tell do ; Andres Lubert do ; John Howell do ; John Argon do ; Joseph M'Cullum ; James Gilbert do; Edward Pimister do; William Bollman ; Watson Brown do ; J. Fairbotham do ; Owen Pritchard do ; Fryer Fowler do ; Henry Gillyard do; John L. Prevost do; Alexander Deman do; John Gamble do ; John Johnson do.—*Total* 101.

Those marked (*) are men who have been twice found in arms before they were exchanged.

Those marked (†) are supposed to be British subjects.

MR. EDITOR,

IN a former letter, I took the liberty to recommend an index,* &c. to your consideration; and after expressing my wishes for a more general diffusion of your work, I mentioned the great utility which might be derived from family records. It is my sincere wish, that some great naval work should be widely spread, and your periodical means appear to me as excellently calculated to produce that very desirable national good: and a little general assistance might enable you to add both to the benefit and pleasure it is calculated to produce.

I would now recommend to you, sir, to endeavour to procure a series of engravings from naval medals, of which there are many, both ancient and modern. Chronological engravings of ships and vessels of all nations, and particularly British, from the skin canoe of the ancient Britons to the present *Nelson*, which I trust will be for some time the *ne plus ultra* in point of tonnage and *number of decks*.

There are, I believe, some excellent prints and pictures which represent accurately the form and rigging of most of the ships which followed the Armada. I have seen a good engraving of the *Great Harry*, with her towers, &c, and of the Royal James.

There are some models from whence drawings might be made:—that of the Old Victory at the Naval College, Portsmouth, shows the poop, royal, spritsail, topmast, &c.; The Mediterranean presents an endless variety in the possition of masts and shapes of sails: and I think you might, without difficulty, procure a set of drawings from thence.—It is curious to observe, in going round our own coast, that you find some peculiar construction, or rig of boat, in almost every port; and although accident, perhaps, led at first to some particular form or ornament, yet, upon the whole, each boat is the best adapted to the nature of the port or beach.—This variety is peculiarly striking on the western coast of America.—I dare say your occasional very able, and most worthy correspondent, Mr. Whidby, could give you some information on that head. It is, however, a singular circumstance, that the same kind of boat should have been selected, both for the smooth water of the Thames, and the rough and dangerous navigation of Spithead. A seaman, who has been taken off to his ship at Spithead by a skilful waterman in a good wherry, must think himself in another nation, when he is taken out to Plymouth Sound in a boat from the Barbican. In your numerous engravings, we have already a great and beautiful variety of ships and vessels, in all positions; but my present recommendation is, a systematic, chronological, and historic series.—Reference to your plates would do a good deal, but a new series would be better.—Is not the tapestry of the House of Lords engraved in a series of prints?†

I call upon your readers to yield their assistance; and, more especially, to point out to their friends the satisfaction and advantage which must be derived from a work, which details the naval events of the greatest naval power in the world, and is elucidated by comparisons with all others. Let

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* To this we replied in our Answers to Correspondents, &c. Ed.

† We think that it has been engraven. Ed.

not the dust from the glorious and well-fought field of *Vittoria*, prevent their still perceiving, that "Britain's best bulwarks are her wooden walls."—

Thus, Mr. Editor, must an old man be content to sit still and give hints to young ones; and those I now offer spring from a patriotic affection for my country in general, and my profession in particular.—You will, also, I trust, be assured, that I am a sincere friend to your work.

Yours, &c. A. F. Y.

PLATE CCCCVIII.

MR. EDITOR,

IN the former part of your work you gave us the portrait of H.M.S. Cleopatra, in three positions.—I enclose a rough sketch of a fourth position, which is the representation of her in a situation to which the artist has been afraid to do justice, for fear of a suspicion of exaggeration. The circumstance was as follows:—

The Cleopatra was crossing the Gulph stream, under a reefed fore-sail and mizen stay-sail, in a strong gale, not far to the northward of C. Hatteras, in a night rendered dark by a deep and jet black thunder cloud, which had obscured the moon. After very vivid lightning and a loud explosion, the wind shifted in a heavy squall, so as to bring the ship up several points, and head to a very high and much agitated sea, giving her at the same time fresher way through the water.—Her first plunge put the whole of the forecastle deep under water, and the officers on deck hardly expected to see her rise again.—The captain, who was in his cot in the cabin, got a severe blow by being dashed violently against the beams.—The ship, however, rose, throwing a vast body of water aft, which burst open the cabin bulk head, breaking loose every thing upon deck but the guns. In this send aft, the tafferel and after part of the quarter-deck were far under water.—Luckily, only part of the after hatchway was open, and no great body of water went below.—The fore-sail was hauled up, and the damage found to be only the loss of jib boom, sprit-sail-yard, bumpkins, and bowsprit and fore yard sprung.—Small cutter carried away from the davits; the spanker boom, and many ropes broke.

But the principal view of making the sketch was, to minute the very peculiar state of the sky and clouds.—The black thunder-cloud passed rapidly to windward, at the instant most vivid lightning was seen in the direction of the foremast in the drawing, shewing the violently breaking sea in all its magnificent fury.---At the same time a snow shower passed a-cross the stern, the clouds clearing away behind it, shewing a clear sky and bright moon, which shone on the passing shower with a brightness not easily described, particularly when contrasted with the neighbouring gloom.---If your engraver can make any hand of a sketch so unfinished, I can only say it is at your service. I remain, Sir, yours,

A CONSTANT READER.

Published 28th Febr 1814, by Joyce

Baily Sculpt

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 48.]

BULLETIN THE THIRTEENTH.

SEPTEMBER, 1808.—The next day these poor fellows received orders to prepare for a march to Metz; whither they would be escorted, to take their trial as conspirators; the gendarme to go as prosecutor. I now deemed myself fortunate indeed. I had the mortification to see them loaded with irons (after being a number of days in a most abominable dungeon), to proceed nearly 25 leagues, accused of a conspiracy; and, in a few days, I received a letter from Mr. Ashworth, giving me a detail of the trial, &c. and stating, *that he, Mr. Brine, and several others, were sentenced to remain as slaves fifteen years in the galleys; Mr. Tuthill nine only.* I was so shocked at this intelligence (which filled the first part of the letter) that I threw it away, and related the contents to my companions; who, with myself, exclaimed against the injustice and tyranny of a nation that could suffer such a sentence to be passed.

I was in the greatest consternation and dejection imaginable. One of my friends proceeded to peruse the letter; and, on reading a little farther, he found the sentence had been repealed. This appeased me greatly; but I had the same opinion of the nation. It also informed us, *that two of our seamen were actually condemned for six years, and had been sent to the galleys a few days before, from Bitche.* I knew them; one was an Italian by birth, the other an Englishman; the former, John Gardner, alias Italian John, was accused of making out a false passport for the latter, Henry Hudsel, alias Quiz. He escaped with this passport, and travelled several leagues before the imposition was discovered. This was the only crime they had been guilty of, to the eternal disgrace of a nation that styles itself civilized. If the reader will only consider the horrible treatment which our prisoners endure; no prospect of having an exchange during the war; and, although this said crime may be termed forgery, it was not to molest or harm any person whatever; it was simply planned to liberate the bearer—I have not the smallest doubt but the reader will agree with me in opinion, that it falls very short of a punishment equal to six years (with all denominations of malefactors) in the galleys.

There was an Englishman lately arrived from the galleys, who had served in the army on the continent, under His Royal Highness the Duke of York; his name, to the best of my recollection, was Barnes. He stated, that he, with some others, had been made prisoners; and, by some accident, one of their guards was killed: they were accused and sentenced to twelve or thirteen years slavery (I am not confident which), however, he was the only survivor. His time being up, they conducted him to the dépôt of punishment, still to be considered as a prisoner of war: another proof of the

strict justice of the French nation. Several most curious occurrences took place during my confinement, too tedious to state here; all of which have served to corroborate me in my opinion of the wretched country I was in—a nation of savages, governed by a fiend.

September, 1808. I had now another plan of escaping in contemplation, and with every hope of success. The arrival of a Mr. Hewson* and a Mr. Butterfield, midshipmen, who, in March last, escaped from Verdun, and got down to the gulph of Lyons, in the Mediterranean, where they were arrested and brought back, favoured my plan very much. Mr. Hewson being a friend and very old acquaintance, I communicated it to him; he rejoiced exceedingly at an opportunity so soon offering for another attempt to escape. However, it was necessary to wait some time, as he was placed in the Souterrain. In a few days he contrived (owing to indisposition) to be moved up stairs, into a room appointed for the sick. I now hoped to be soon able to execute our project; and had procured keys, with which I could at any time get out of my own room; it only remained to open the hospital room door, and the wished-for junction would be formed. This I attempted two nights successively, but without effect: it was impossible. As I only waited for the worthy Hewson, it was necessary to endeavour to get him up into my room—no other prospect was left. He made application by letter, to the commandant; and, on the 11th of September, succeeded. We wanted nothing now but a favourable moment. The next day a Dr. Barclimore, an acquaintance of ours, also received permission to reside in our apartment. We were, fortunately, only seven in number, in consequence of the poor fellows who were at Metz; and of these seven, three were confined to their beds; the fourth was a Mr. Barclay, a dragoon officer of the East India Company's service, who had been a long time in the room, and informed me that he conjectured what we were about, and requested to be allowed to join and partake of our chances—which we agreed to. No opportunity of getting by the sentinels yet presented itself. Our friends arrived from Metz, but were put below. I communicated the business to them; they thought it a very dangerous and hazardous plan; however, would have willingly run the same risk with us, if they could; but that was impossible.

This was the 13th of September, and the third night since Hewson joined. Our poor friends were secured, after taking an affectionate leave of us. The night was very inclement, and proved much in our favour. Every thing was put in readiness; our rope made into a ball, and tied up in a handkerchief. Night at last arrived. It rained—blew—thundered—and lightened; I never recollect a more desperate night. We unlocked our door, and remained at the bottom of the stairs, waiting to see the sentinels go into their boxes. It was about eight o'clock, and we continued in this position until midnight, without any success. The sentinels were on the alert during the whole time, and without their great coats. It was now agreed to return to our apartments until the ensuing night, and to

* At present, we believe, raised to the rank of commander.

deposit all our apparatus in places fixed for them; but, upon second consideration we imagined that the relief at midnight might not be so very active, therefore continued in expectation until two in the morning; when we returned, having secured our door, &c. and went to bed. The Souterrain opened, and our friends came running up, imagining, from the inclemency of the night, that we must have succeeded; but were greatly disappointed at finding us all in our beds. I related the circumstances to them, and they, with ourselves, were not sanguine at our being able to pass in fair weather, if we could not in such a night as the last had been.

Doctor Barclimore had recently recovered from a severe fit of the ague, and was still very weak. I was much afraid, even if we did succeed in getting out of the fort, that he would not be able to perform the very long journey we were going to take: however, he was resolved to try.

September, 1808. We dined early the next day (the 14th) that we might have the pleasure of our Souterrain friends' company. They stated the number of difficulties we should have to surmount in passing the guards; the danger that would attend it; expressed the anxiety they were under for us. We, however, were determined not to relinquish our undertaking, and to be ready every night, until an opportunity offered. We parted as we had done the night before: they did not suppose we should have any chance that night, as the weather was moderate and fair. At our usual hour (six)* we were locked up, and immediately commenced our preparations. We thought, perhaps, the sentinels would be more careless early in the evening (that is to say, before eight), which was the usual time to set the night watch, and give the necessary orders.

We were now all ready. Our door opened, and we could see the sentinel, whom we had most to fear, walk up and down before our windows; his box was in front of the door, through which we had to go into the yard; but, as our guards lived underneath our apartments, we thought he would take any body's moving about so early for one of them, and it was unusual to hail before eight.

At about seven the fellow entered his box. I instantly descended the stairs, it was just dusk; and I was to take six minutes before Mr. Hewson followed, who was next on the list. I passed the sentinel quite close; could see him leaning over his musket; he never moved, and I arrived, providentially, at the spot fixed upon to make fast the rope; which I very soon accomplished; and was just in the act of descending, when my friend Hewson arrived. In two or three minutes, to my inexpressible satisfaction, all four were down at the bottom of the first wall. The principal object being now accomplished, we felicitated each other. We had two walls yet to descend, the heights I have already mentioned in a former page. We all clapped on the rope, in order to break as much of it as would enable us to descend the others; it soon gave way to our weight; and, luckily, we had an abundance. We made it fast to one of the upper stones of the embrasure, and descended. Clapped on again, and broke enough to go down the third. We had taken the precaution of providing

* As the winter regulation now commenced.

two long boot-hooks, to stick in the wall, to make our rope fast to, in case we had no other means, and these we found of the greatest service in descending the last rampart, as there was nothing whatever besides that we could fasten our rope to. Having now descended, we had only to pass the outside sentinels, who were few; and which we fortunately succeeded in doing; and, in a few minutes, we were on the high road to Strasburgh; on which we continued, running as fast as we could for nearly half an hour, then halted, to put on our shoes, which, until then, we had hung round our necks, and also to take a last view of the *Mansion of Tears.** We then returned our thanks to God, and shook hands with each other, replete with joy at this miraculous adventure; took each a little spirits, out of a cantine procured for the journey; and which, from experience, I knew was necessary to preserve the health when lying in the woods, dripping wet, in the day-time. The transactions of the last hour actually appeared to me like a vision. I could hardly suppose I was again free and my own master; I frequently stared at my companions, and said to myself, 'My God! is it then possible, that we are clear of the Tyrants of the world, and delivered from abject slavery?' I now addressed them, and observed how much it behoved us to proceed cautiously. It was Messrs. Hewson's and Barclimore's second attempt, Mr. Barclay's first, but my third. I, consequently, had most reason to be on my guard; and, of course, became the leader. I, therefore, candidly observed, that I should run no risks that could by any means be avoided—the moment they should attempt any thing that I deemed rash or imprudent, I would quit them. They expressed the utmost satisfaction at my observations, and ardently desired to conform to them. We unanimously directed our course (by the stars) due east, which would take us directly to the Rhine, and a considerable distance to the northward of Strasburgh.

September, 1808. At day-break on the 15th, we entered an excellent wood on a mountain's side, close to the high road; got well up, and had a full view the whole day of those who passed underneath, without a possibility of being seen. We saw some of the gendarmes from our late MANSION, in full gallop towards the Rhine, and were certain they were in pursuit of us, and to give our descriptions, as they advanced, to their brethren, who were quartered in the adjacent villages.

Dr. Barclimore, to our mortification, began already to feel strong symptoms of a relapse of fever: however unfortunate this was, we were determined not to quit either him or Barclay until we had piloted them across the Rhine. At about eight at night we descended from our lurking place, and proceeded cautiously along the above-mentioned direction. A little before day-light (the 16th) we halted; Mr. Barclay's feet became exceedingly sore and painful; and having a secure hiding place, we thought it most prudent not to advance farther until the next night. Our refreshment was a little ammunition bread and sausage, with what other things* we pro-

* This is the name Bitche goes by when mentioned by the prisoners; some of whom have shed an abundance.

* Cabbages, turnips, &c. &c.

cured in the fields. At dark we again commenced our journey; our two companions were very weak and weary; were therefore obliged to proceed slowly. On the 17th we halted and remained in a wood, similar to the two preceding days. At dark, again proceeded, pushing forward, expecting to be within a few hours march of the much desired river.

The morning of the 18th brought no appearance of it, and what was much worse, no wood in view to screen us. It was sunday, and we were contiguous to a village, which exposed us greatly. We advanced about a mile, when we discovered a vineyard, which we hastened to and entered; it was very thick, and well hung with grapes. We were apprehensive of being discovered by the guard; consequently, kept creeping forward, until we supposed ourselves about the centre. The ground was very uncomfortable and wet, from the drops off the vines; however, we were highly pleased at being so secure. About an hour had elapsed, when we heard a man whistle at a short distance; it struck us this was the guard; and were certain, if he saw us, he would suspect we came (at all events) to pick the grapes, which were almost ripe, and is a serious offence in this country. Not many seconds had elapsed, when we heard the report of a musket; the small shot rattled through the vines over our heads: a huge fox, with dogs in chace, instantly passed us; a fellow shouting at a small distance behind, who, fortunately, did not follow the dogs direct, or he would have come right upon us. How to act we could not tell; to quit the vineyard would have been extremely dangerous, as we should have been exposed to the inhabitants of the village passing or repassing: so we agreed, after some deliberation, to remain where we were. About ten we were again alarmed by voices approaching us fast. Mr. Barclay had lost one of his shoes on entering the vineyard, and we supposed that had led to our footsteps being discovered, and that these voices (which we now plainly discovered to be men's) were in search of us. We lay close down on our faces, with no hopes of escaping from being seen. The voices still drawing near —we now perceived they were at a stand, but close to us. I lifted up my head to peep through the vines, and saw the legs and thighs of two men close to me; their great coat skirts almost touching where we were, but their backs were turned, and they were moving in an opposite direction; in a few minutes we lost sight of them—I need not observe what pleasure this gave us. I proposed to move to some other part, as we were in constant alarm since we entered this; and I was of opinion we were near a pathway. We, accordingly, crept along in another direction, where we were pretty certain of not being annoyed until dark; but had been scarcely an hour in this new spot, when we again heard a rustling among the vines —each alarmed, lifted up his head, and looked towards the place whence we heard the noise. Mark our astonishment! We discovered a woman, with an infant in her arms, leading a little girl about seven years old. She was directly upon us—the woman could not see us in the beginning, but the child did! her little head being considerably under the branches; she immediately screamed, and seized the woman by the hands; upon which I stood up and saluted her in German. She was dressed in that country

style; appeared much alarmed, and made no reply. She proceeded on, and we agreed to quit the vineyard before she could get to the village to give an account of this occurrence; our motions were exceedingly quick; and, in a few minutes, we were upon the high road; which, from its immense breadth and good repair, we were convinced was a public one. At that moment there were only two women on it, and they were coming towards us. We advanced very deliberately. I had studied German a little in Bitche, and found it now of material service. I asked them what distance we were from the Rhine? "Three hours," they replied. We parted, and continued our route, eagerly wishing to see some place of concealment. There was a man now advancing towards us, who appeared like a traveller, having his coat on his stick over his shoulder. We accosted him. He told us we were very near the Rhine. He surveyed us with astonishment, covered as we were (in spite of every effort to avoid it) with earth and mud; Barclay hardly able to crawl along, on account of his feet; we must have appeared most singular beings! We still advanced; and observed the fellow turn back frequently, to look after us. We now discovered a shrubbery about a quarter of a mile before us; and soon got to it; and, about the same time, lost sight of this man—two fortunate occurrences! In a few minutes we were snug and concealed again —it was one of the best hiding places we had as yet been in; close to the road; the time about four o'clock in the morning, and not far from the Rhine: we hoped, thus circumstanced, to be able to cross it that night at all events. Our conversation was now on the difficulty that attended our getting a boat; the danger of approaching a house on this side, and our provision nearly exhausted; however, we became very sanguine, and anxiously wished for night.

The desired hour arrived; we set forward with great spirits, at the same time with caution. As those parts were infested with smugglers, it was natural to suspect there were also a number of custom-house officers, which kept us greatly on our guard.

About eleven we had made the circuit of a very large town; and about midnight (to our unspeakable joy) we descried the long wished-for river; were now on its banks. Each washed himself, and rested a few minutes. There was an excellent wood hard by: this we reserved to retreat to, in case of not falling in with a boat that night; and we agreed to proceed on, at least, for an hour, towards the northward; which course we commenced; prying into every little creek and nook. The morning was starlight, beautiful and serene; could hear the cocks crowing, dogs barking, &c. on the German side. A beautiful river, about a mile in breadth, not an island to impede the view, which is not a common thing in this river. My God! how we longed to be conveyed across! This anxiety prevented our enjoying the delightful prospect before us. It was certainly a terrestrial paradise. We continued nearly an hour, admiring and advancing, when the Omnipotent Ruler of all human affairs, whose Providence had so much favoured us throughout on this attempt to escape, exposed to our view a boat, made fast with a chain to a stake driven into the bank, close to a heap of wood, which I supposed she was to have been loaded with at day-

light. On examining it further, we found the chain locked. The doctor and myself got hold of the stake, and, with little difficulty, drew it out of the bank. Mr. Hewson, an old sailor, and myself, soon constructed a pair of paddles out of a couple of pieces of the wood. We then embarked our two passengers, whom we placed in the bottom of the little boat; and, in about twenty minutes, we were safe landed on the opposite side. We drove the stake in the ground, that the owners of the boat might find her at day-light; and proceeded into the country as fast as possible.

September, 1808. At day-break it was excessively thick and foggy; poor Barclay almost knocked up, the doctor very much fatigued, and ourselves rather weary. We discovered a village on the Merg, and, after surveying it strictly, we agreed to enter it, and to go to the first public-house we should see, for the purpose of getting ourselves refreshed and put a little in order; we might pass there as Frenchmen; and, from my former knowledge of the German small villages, I was not in the least apprehensive.

[To be continued.]

TELEGRAPHIC SIGNALS.

WE are indebted to Mr. M'Arthur, author of the Principles and Practice of Naval and Military Courts Martial, for the following Plan of Telegraphic Signals, by the combination of a very few flags to correspondent numbers in arithmetical progression. This gentleman had been an early contributor to the NAVAL CHRONICLE, and, among other articles, he favoured us with, there is one on Telegraphic Signals by day and night (see Vol. I. page 509), which he had communicated to the Admiralty Board in December, 1797. Mr. M. had, previous to that period (*viz.* in 1792), made a new arrangement of Earl Howe's Signals and Instructions for the Navy, and had also prepared a new code of night signals, on a numerary plan, by guns, false fires, and lights, which were then approved by the Lords Commissioners of the Admiralty. These signals were printed accordingly, and were for the first time, early in 1793, issued to the ships under Admiral Lord Hood's orders; and they have, as we are informed, been continued as the established codes in the service ever since, with little or no variation in form or substance.

In 1803, Mr. M. published for private circulation, at the printing office of the NAVAL CHRONICLE, as the title bears—*Thoughts on several Plans, combining a System of Universal Signals by day and night, adapted for Naval, Military, Commercial, and Political Purposes; with suggestions for the general extension and improvement of Day and Night Telegraphic Signals, on principles adapted to carry on Public or Private Correspondence, by the Symbols of Flags and Lights between the Maritime Nations*

of the Universe." The plans now offered may be considered improvements on some of his thoughts, published, as we have mentioned, eleven years ago. We must do him the justice to say, that he claims no merit for the originality of his arrangement or ideas on this or on former occasions: he is only desirous of giving them publicity through the channel of our work; trusting that officers may, on such solid foundations, exert their energies, to build, as has been already done, improved fabrics of Telegraphic Correspondence for the benefit of our Naval and Military Services.

TELEGRAPHIC SIGNALS, *by the Combination of* Six Flags *only, and a* Substitute Pendant, *adapted to Naval, Military, Commercial, and Political Correspondence, to a vast variety and extent, arranged on the Arithmetical Progression of Numbers, with Integral, Decimal, and Centesimal Powers. By* JOHN M'ARTHUR, *Esq. LL.D.*

TABLE I. *Representing Flags and Numbers.*

Substitute Pendant.	Flags 1st Series.	A.			B.			C.		
	Where hoisted.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.
	Units.	1	2	3	4	5	6	7	8	9
The flags of the first Series are shewn inverted, as in the vertical column underneath	Flags 2d Series.	D.			E.			F.		
	Where hoisted.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.
	Tens.	10	20	30	40	50	60	70	80	90
A. Fore.		100	110	120	130	140	150	160	170	180	190
A. Main.		200	210	220	230	240	250	260	270	280	290
A. Mizen.		300	310	320	330	340	350	360	370	380	390
B. Fore.		400	410	420	430	440	450	460	470	480	490
B. Main.		500	510	520	530	540	550	560	570	580	590
B. Mizen.		600	610	620	630	640	650	660	670	680	690
C. Fore.		700	710	720	730	740	750	760	770	780	790
C. Main.		800	810	820	830	840	850	860	870	880	890
C. Mizen.		900	910	920	930	940	950	960	970	980	990

Flags D, E, F, of the 2d Series being inverted, as in lower line, will represent Thousands.	D.			E.			F.		
	Fore.	Main.	Mizen.	Fore.	Main.	Mizen.	Fore.	Main.	Mizen.
	1000	2000	3000	4000	5000	6000	7000	8000	9000

General Observations on the Nature, Extent, and Advantages of the annexed Table and Plan.

1st. By the arithmetical combination of numbers, made with six different flags and a substitute pendant, in the series of units, tens, and hundreds, a greater number of signals or ideas may be expressed, than by either the numerary or telegraphic code of signals, as practised with 26 flags and several pendants, in the navy.

2d. The plan now submitted, is so simplified in principles, that it is equally adapted for the navy and army, either in separate or conjunct operations; and is peculiarly useful as a code for the military, commercial, and political correspondence of the East India Company, to a very great variety and extent.

3d. So few flags (only six in number) being required, the plan for cheapness and facility is not only universally adapted to ships or hired transports, in the merchant service, but is also convenient for communicating signals between ships and boats detached on particular service; also between ships of war and the signal stations on the coast, as well as between one military station to another on an extended line of an army. In a military point of view the plan may be considered of some importance, from the variety and extent of signals that may with celerity be communicated from one wing of an army to another, either in making forward movements in front of an enemy, or in retreating from a superior force, and that in situations where the flags may be observed in most occasions at 1½ or two miles distance, from one station to another, unless the atmosphere be very dense with fog, or that the wind should blow the flags in the direction of the observer at the respective stations.

4th. With respect to the advantages to be derived by the mercantile body, insurers, and underwriters, from so cheap and easy a mode of communication, it may suffice to mention, that every ship or vessel furnished with six signal flags and a pendant, could at all times, and in every situation, communicate ideas of importance to their correspondents or agents, involving either the safety of the vessel, crew, and cargo, or accelerating the benefit of the concern, by landing and receiving of the cargo, the supplies of necessary stores, provisions, &c. 1st. To effect this, as will be more fully explained in the examples to be given, one signal at a time can express preconcerted sentences applicable to numbers from 1 to 999 inclusive.

A second arrangement can be made, by representing letters of the alphabet, for the purpose of spelling words, composing sentences.

A third arrangement, if necessary, by two signals, may be made, applicable to the words of a vocabulary or dictionary, to the extent of no less than 25,974 words, most common in use, as will be explained at the conclusion of examples.

Explanation of the Table I. prefixed, and Combination of Numbers.

1st.—*Description of Flags.*

The table of flags, six in number, and a substitute pendant, having correspondent numbers annexed, is capable of representing in the first order,

999 distinct signals or ideas, and by an additional substitute pendant, 9,999 signals may be communicated, by inverting the flags D E and F, as exhibited under the double line at the bottom of Table I. But as 999 signals may be deemed fully adequate for either naval or military operations, separately or conjunctly, as well as for all commercial purposes, the correspondent numbers to that extent are only exhibited in Table I. But, to those persons who may be curious to ascertain, or apply the combinations, with an additional pendant, some observations and examples of this power, from 1,000 to 9,999, shall be given at the end, which probably some readers may consider rather a subject of curiosity than of public utility.

The six flags in the annexed Table 1. for the sake of distinction, and that they may not be confounded with the numbers or figures correspondent to their positions, as well as to facilitate the references to the explanations and examples, are defined by the letters A, B, C, D, E, F, and to each flag, correspondent marks or labels of distinction should be attached, for the facility of practice.

The first flag, marked A, is red and blue horizontally divided.
The 2d flag, B, is red and yellow, do. do.
The 3d flag, C, is blue and yellow, do. do.
The 4th flag, D, is red and blue quartered.
The 5th flag, E, is red and yellow quartered.
The 6th flag, F, is blue and yellow quartered.

Here it may be necessary to observe, that three tinctures or colours are only employed, and that each of the six flags has two distinct colours, so as to represent different signals, when the flag is inverted. The tincture or colour of each flag in the annexed Table I. is distinguished as follows, according to the rules of heraldry; *viz.* Red, by perpendicular lines thus, Blue by horizontal lines thus and Yellow is represented by dots thus

2d.—*Method of shewing the Flags afloat, or on shore.*

1. The flags may be shewn at the fore, main, or mizen-top-masts of a ship, or which implies the same thing, *forward*, *centre*, or *aft*, if made by vessels with one mast, or by ships' boats; or if made from three distinct posts on shore, the term *left*, *centre*, or *right* post will make the distinction.

2. They may be shewn by ships or vessels at the most conspicuous masthead and yard across; and in like manner may be answered or communicated from signal stations on the coast, where a mast and yard is only erected; and in such case the term larboard, or left, when applied to yard-arm, is to be considered as a synonymous term to the position of fore-mast or forward, and the term centre synonymous to main-mast, and starboard or right synonymous to the position of mizen or left.

3d.—*Order of the Flags and Correspondent Numbers represented in Table I.*

1st. The three flags, A, B, C, arranged as the first series or order in the upper horizontal column, shewn at the different parts specified, represent units as expressed.

2d. The second series, or horizontal order of flags, *viz.* D, E, F, being hoisted at three different parts, will represent tens or decimals, as expressed by the numbers under them respectively.

3d. The vertical column of three flags, being the first series or order, A, B, C, hoisted inverted, will represent hundreds, as expressed by the figures prefixed to their different positions.

N. B. If thousands were necessary to be represented, the flags of the 2d order, D, E, F, would be inverted as in the horizontal column at the bottom of Table I.

Examples of the Combinations representing Numbers.

1. The order in the first horizontal column is explained by the integral numbers, from 1 to 9 inclusive; namely, the flag A, (red and blue), hoisted at the fore, or left, represents 1; if hoisted at the main or centre, 2; if at the mizen or right, 3. The flag B, (red and yellow), at the fore or left, is 4; at the main or centre, 5; and at the mizen or right, 6. The flag C, (blue and yellow), hoisted at the fore or left, is 7; at the main or centre, 8; and at the mizen or right, 9.

2d. The flags D, E, F, in the second order, represent tens, and when accompanied by the integral or first order of flags, A, B, and C, the correspondent units are to be added. Thus the decimal flag D, hoisted at the fore or left, will represent 10, and A at the fore or left hoisted above it, will represent 1; making together 11, the number represented by the combination of both flags, and so forth, to 19 inclusive, by hoisting with the flag D at the fore, any of the other unit flags, at the part or parts indicated. By a similar combination of the other decimal flags, E and F, with the unit flags, 99 signals or ideas can be expressed, as in the annexed Table I.

3d. The flags A, B, and C, being inverted, as exhibited in the vertical column, on the left, they will, as previously mentioned, represent the series of hundreds, and the blue pendant will then become a substitute to the respective flags, in the first order of units. Thus, the flag A, (which in the inverted order will be shewn half blue and red divided horizontally) at the main or centre will represent 200, as prefixed. The flag D, of the second or decimal order, shewn over it, at the main or centre will represent 20, and the substitute pendant over this last at the main, will represent in the order of units No. 2, making, when added together, 222. If these two flags were hoisted, as already expressed, and the substitute pendant at the mizen or right, the number represented would be 223. But, if 224 were to be represented, the aforesaid two flags would be hoisted at the main, and the flag B, (red and yellow) at the fore, making together 224.

If the flag A, in the inverted order, as in vertical column, were hoisted

at the mizen or right, it would represent 300, as expressed against it; and if accompanied by the flag D at the mizen representing 30, and flag C at the main representing 8, these numbers added together represent 338, and so forth from 1 to 999 inclusive.

It is to be observed, that when two or three flags representing a number are shewn at the same place, their correspondent numbers are to be taken in the order represented in the Table; that is, the lower flag represents hundreds, the middle or centre flag tens, the superior flag, or if the substitute pendant be occasionally used in its stead, it will represent units, as in the foregoing examples.

The Table is so constructed, by arranging the three first flags in the upper horizontal column, or series, as units, the three flags in the second horizontal column or series, as *tens*, in arithmetical progression; and the third series, being the flags of the upper horizontal column inverted, and shewn in the vertical column, represent hundreds; so as that the eye can immediately perceive the number of any signal represented by one, two, or three flags.

Example by the Combination of the Flags in the Vertical Column, representing Hundreds, with those in the second Horizontal Series of Tens.

Suppose the flag B, (yellow and red), inverted as in vertical column, were hoisted at the main, with the flag D, (red and blue, quartered), at the mizen, casting the eye on the angle of meeting of the position of vertical and horizontal flags in Table I. the correspondent number represented will be found to be 530; and if any of the flags of the first series were at the same time hoisted with the two flags named, it would add the correspondent number of units, to the number so found as above in the angle of meeting of the centesimal and decimal flags.

It having been stated in the outset, that the Table of six flags exhibited, representing the combination of numbers from 1 to 999, is susceptible of representing, by the aid of an additional pendant, no less than 9,999 distinct numbers or signals, it is thought proper to give the following explanations and examples.

It is to be observed, that the three flags in Table I. representing the decimal powers from 10 to 90 inclusive; *viz.* flags D, E, F, quartered red and blue, &c. may be allotted to represent the series of *thousands*, when hoisted in the inverted order, at the parts specified, that is, from 1000 to 9000 inclusive; and the second substitute pendant to be used will represent the correspondent decimal number, or tens of this flag, so inverted.

Example, if 1010 were to be represented. The flag D would be shewn inverted at the fore (making in this order *Blue* and *Red* quartered) representing 1000; and the second substitute pendant for decimals would be shewn at the same time over the said flag at the fore, representing its place 10, making together 1010. If 2110 were to be represented, the flag D would be hoisted in the inverted order at the main, denoting 2000, with the flag A also inverted at the fore, representing 100, accompanied by the decimal substitute pendant at the fore, representing 10, making,

when added together, 2110, and so forth, from 1000 to 9999 signals inclusive.

Preparative signals to the different arrangements of which the Table is susceptible, can be made without interfering with the tabular numbers; *viz.* flag A hoisted over flag B at the most conspicuous part, would denote the numbers of the Table to be applied to the significations or sentences so numbered. 2dly. Flag B hoisted over flag A at the most conspicuous part, would denote the Alphabetic Table II. for spelling of words. 3dly. Flag C hoisted over flag D at the most conspicuous part, would be the preparative for the subsequent signals or numbers to be applied to the words of a vocabulary or dictionary. Several other preparative signals may be made, without interfering with the tabular numbers.

Table II.

Representing the letters of the alphabet by the six flags in the preceding Table I. having only one flag hoisted at a time at the parts specified.

N.B. The six flags are distinguished by Roman numerals.

Colour of Flags.	I.			II.			III.		
Where hoisted.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.
Letters represented.	A.	B.	C.	D.	E.	F.	G.	H.	I.
Colour of Flags.	IV.			V.			VI.		
Where hoisted.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.
Letters represented.	J.	K.	L.	M.	N.	O.	P.	Q.	R.
Colour of Flags.	I.			II.			III.		
Where hoisted.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.	Fore or Left.	Main or Centre.	Mizen or Right.
Letters represented.	S.	T.	V.	U.	W.	X.	Y.	Z.	&c.

The annexed Table, representing letters of the alphabet, requires little or no explanation, as the flags I. II. and III. express the first nine letters; namely, from A. to I. inclusive, under the parts where they are to be respectively hoisted, and so forth of the other flags as represented in the Table, each flag indicating a letter of the alphabet.

The termination denoting a word being spelt, may be represented by hoisting flag IV. inverted. The termination of a sentence by flag V. in-

verted; and the annulling or negative signal by flag VI. inverted, or by any other flag or combination of flags that are not in the Alphabetic Table.

Third arrangement to represent words of a vocabulary or dictionary, by resorting to the Alphabetic Table of letters last explained, and Table I. representing numbers from 1 to 999 inclusive.

By having the most essential words, or those in common use for naval or military purposes, falling under the 26 letters of the alphabet, numbered from 1 to 999 inclusive, affixed on the margin of a vocabulary or dictionary, it would only be necessary in referring to the correspondent number prefixed to the word, to make in the first instance the alphabetic signal or letter under which the word was numbered; and 2dly, the signal in Table I. correspondent to the number of the word; consequently, by making two signals for a word, no less than 25,974 words may be indicated, which is demonstrated by multiplying the 999 numbers of Table I. by the 26 letters of Table II.

N.B. As several letters of the dictionary do not contain 999 words, the blanks might be filled up with sentences, names of ships, &c.

To prevent discovery of the signals, the order of the flags may be transposed, while the numbers and letters in the Tables would remain permanent.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

BRITAIN.

ON Thursday the 17th of March, 1814, the LIGHT which has hitherto been exhibited on the elevated part of the Hill of Howth, in Dublin Bay, will be discontinued; and that, on the same day, it will be replaced by a LIGHT, to be shewn in the New Light-house, lately erected on the Little Baily. The Little Baily of Howth bears S.S.W. three quarters of a mile from the Old Light-house; the elevation of the Light from the sea 110 feet, and its bearings from the Headlands and Kish Light, nearly the same as the Old Light-house."

ORIENTAL NAVIGATION.

WARLEY'S SHOAL,

Is described by Capt. Collins, of that ship, to be a small coral bank (which she passed over, at 7 A.M. May 7th, 1813), about 100 feet long, and 50 feet broad, which was too distinctly seen to admit of any mistake;* for its edges were clearly delineated, and upon it several ridges of rock

* I think it nevertheless possible, that it might have been a shoal of Devil-fish which the Warley passed over, as they are gregarious, and very large near the equator; and as they swim at great depths, their variegated backs appear exactly like coral rocks.—(HORSBURGH).

appeared, with sand between them. The ship passed too quickly over it to admit of time to sound, as it was accidentally seen by Capt. Collins, when looking over the quarter. He thinks there may be full 7 fathoms water over the shoalest part; and a quarter-master, who also saw it, thinks the least water on this shoal may probably be 10 or 12 fathoms. The fleet at this time consisted of 8 ships, including H. M. S. Salsette, their convoy; and by mean of all the observations and chronometers of those 8 ships, this rocky bank is situated in latitude 5° 4′ 23″ N. longitude 21° 25′ 40″ W. It is a matter of regret that this bank was not carefully examined, so as to have established its existence beyond all doubt.*

DOUBTFUL SHOALS,

Situated to the eastward of the Cape of Good Hope, have recently called the attention of those who navigate the Eastern Seas. One of these shoals was seen by Capt. Macneven, of the American ship Union, at 4 P.M. 22d July, 1812, when the weather was clear, with a light breeze of wind. They saw a rock, 20 yards in length, and 6 feet above water, surrounded by a sand-bank, with breakers as far as the eye could discern from the main-top-mast-head; and at sunset the ship was about three miles from the body of the shoal, bearing from N.E. ½ E. to E. b. S. no bottom with 120 fathoms of line. The latitude at noon was 35° 23′ S.; longitude 41° 29′ E. by chronometer, and 41° 12′ E. by lunar observations; and the distance run from noon was very little, until the shoal was seen, having just wind enough to steer the ship. His Majesty's sloop Otter, in November, 1810, saw a very extensive shoal, no part of it above water, which she made in latitude 33° 56′ S. longitude 36° E. The American brig Atalante, is said to have seen a shoal in latitude 37° S. longitude about 52° E. The existence of these shoals appears very doubtful; for after an examination of the Otter's journal at the Admiralty it seemed to me very probable, that it was only a strong rippling produced by a collision of currents, or by a shoal of fish, which was mistaken for a dangerous shoal. The supposed rock seen by the American ship Union, might probably be a dead whale, surrounded by a bed of fish-spawn resembling a sand-bank, with ripplings like breakers extending from it;—for if a danger of the nature and extent described by this ship, existed in the situation assigned to it by her, it certainly could not have escaped the vigilance of navigators so long. It may, however, be prudent to keep a good look-out, when near the situations described above.†

CARGADOS GARAJOS,

Is now ascertained to be the St. Brandon Reef of the charts. His Majesty's ships Cornelia and Sir Francis Drake, visited this group of low islets

* NAVAL CHRONICLE: i, 357; xii, 452; xxv, 222; xxvii, 26; xxviii, 71; xxix, 220, 303.

† The scientific author of these directions will find, upon examination, that the doctrine he *now* recommends has been sedulously inculcated in various parts of the NAVAL CHRONICLE, and more especially in the twelve latter volumes. See N.C. xix, 279, 426; xxv. 136; xxvi, 234.—(HYDROGRAPHER).

and shoals, in January, 1810, and Lieut. J. Henderson determined their situations as follows:—The anchorage at the south islet is in latitude 16° 47′ S. longitude 59° 34½′ E. by ☉ ☽, and 59° 33¾′ E. by chronometer.* The anchorage of the north islet, where there are several huts, is in latitude 16° 27½′ S. longitude 59° 39′ E. by chronometer, and 59° 40¾′ E. by ☉ ☽. On this islet there is brackish water, but none at the south islet; the water being procured at an islet called Water Isle, which bears S. b. E. 7 miles from North Islet. The flag-staff of the South Islet bears S. 27° W. from the flag-staff of the North Islet, distant 23 miles. The south point of the shoal bears from the north S. 20° W. distant 30 miles. These are all true bearings, the variation of the compass being 9° westerly. The narrow chain of islets and reefs called Cargados Garajos, is steep-to, on the east side, having in general 32 or 34 fathoms water within a ¼ or ½ mile of the breakers; but the west side is not so steep, and may be approached in several places to 18 or 20 fathoms.

SAYA DE MALHA,

Has lately been found more extensive than represented in all former descriptions, particularly in a north-westerly direction. His Majesty's ship Galatea, July 26, 1811, got upon a coral bank of 9 and 10 fathoms, the rocks distinctly seen under the bottom of the ship:—she was at this time in latitude 8° 36′ S. longitude 59° 58½′ E. by chronometer, and the bank appeared to extend in the direction of east and west about 5 miles. This was probably the northwesternmost patch of the bank Saya de Malha, which the Galatea got upon; for several ships have recently had soundings near the same place, and the bank (particularly its N.W. and western sides) seems to be formed by detached large coral patches, having very deep water between them, as will be perceived by the following extracts taken from the journals of the Honourable East India Company's ships. The Northumberland got upon the Saya de Malha at daylight, 1st January, 1811, in latitude 9° 19′ S. longitude 60° 26′ E.

	Soundings.	*Lat.* ° ′	*Long.* ° ′	
This ship had	7 to 10 fathoms coral, in	9 3 S.	60 43 E.	By lunar observations agreeing within 3 miles of chronometers.
	18 fathoms - - do. -	8 55	60 38	
	40 - - - - - do. -	8 51	60 37	
Huddart had	32 - - coral and sand	10 44	60 44	by chronometer.
December, 1810	14 and 15 do. - - - -	9 55	60 56	and then no ground steering N.bE.
Preston and Phœnix	10 fathoms - - coral	9 45 S.	60 32 E.	These longitudes are by the chronometers of the Phœnix. The Preston's chronometer gave generally about 15 miles more easterly.
In December, 1810	no ground - -	9 42	60 31	
	6¾ and 7 fathoms do.	9 21	60 14	
	9¾ and 10 - - - do.	8 44	60 10	
	no ground. - -	8 42	60 10	
	do. do. - - -	8 31	60 7	
	12 and 13 fathoms do.	8 30	60 5	
	12 to 15 do. do.	8 19	60 3	
	no ground -	8 17	60 3	

English navigators have hitherto considered no part of the Saya de Malha Bank dangerous; but as the Northumberland had 7 fathoms coral rock on

* The Huddart, in December, 1810, made the South Islet in latitude 16° 47′ S. longitude 59° 31′ E. by chronometer; and the Semillante French frigate made it also in longitude 59° 31′ E. as will be seen at page 499, Part Second, of the India Directory.

one part of it, and the Preston only 6¾ fathoms coral rock, on a different part, it seems necessary that ships which happen to get upon this bank should use caution, and, if possible, avoid the shoal patches; more particularly, if confidence can be placed on the statement of an experienced French navigator belonging to the island Mauritius, who asserts, that on the southern extremity of the Saya de Malha, there are breakers on some of the coral patches, where a ship would be liable to strike.—The Eliza schooner is said to have been in 4 fathoms close to breakers, on this part of the bank. The northern extremity of Fortune Bank, is likewise said to have dangers on it.—And the bank S.W. of the island Coëtivy is said to be dangerous for large ships.

MALDIVA ISLANDS,

Have been described in Part First, page 301, of the India Directory, and in Part Second, page 499;—but as these islands, and their separating channels, have never been regularly investigated, the additional information now to be given (for which I am principally indebted to Capt. W. F. W. Owen, of the royal navy) will probably be acceptable to navigators, and enable ships coming from the S.W. when bound to Ceylon or the Coromandel Coast, to approach the *southern* Attollons of the Maldivas with confidence, and to pass through their contiguous channels, the boundaries of which seem well ascertained. Our knowledge of the channels which separate the Northern Attollons is still very imperfect, excepting that the northern limit of the chain, called the Head of the Isles, or Tilla Dou Matis, may be considered well determined by the following statement:—

	Lat.	*Long.*	
	° ′	° ′	
Tilla Dou Matis Northern limit	7 6 N.	73 8 E.	—Mean of several ships observations.
	7 5 -	73 3	——Mr. Topping, astronomer.
	7 4 -	73 0	——Ship Astell's chronometers, 1812.

Monsieur Fortin, says, "he has run through all the channels which separate the Northern Attollons, and found no anchorage outside of any of the Attollons, but within them good anchorage may be found of 20 and 30 fathoms on a bottom of white sand."—He says, "there is particularly a channel between latitude 4° and 5° N. which would be adopted if its precise limits were known."—The channel here alluded to, is probably that of Caridou or Cardiva, situated to the north of the Attollons Ari and Male, and its western entrance is perhaps in latitude about 4° 40′ north.

ARI-ATTOLLON,

Is one of the westernmost, and was seen by the Snow Fancy, 26th April, 1794:—the following observations were taken from the journal of Captain Wm. Denniston, then an officer in the Fancy:—

	Lat.	*Long.*	
Westernmost of 11 isles seen from S. 2o E. to S. 48o E.	4° 9′ N.	73° 7′ E.	obs. of ☉ ☽
Other isles	4 16		
A single island to the north of the Attollon	4 24	73 15	

The channel to the southward of the Ari-Attollon is probably in lat. about

4° N. and although formerly frequented by Europe ships, the knowledge of it is lost to navigators of the present time, and therefore it should not be entered until better known, unless in a case of necessity.

COLLOMANDOUS-ATTOLLON,

Was examined very close on the west side, by his Majesty's ship Sir Francis Drake, 27th July, 1808, and found to consist of small islets covered with cocoa-nut trees, and united together by necks of sand partly dry.—These islets are all low, well wooded, and many of them inhabited. By endeavouring to pass between this Attollon and that of Adoumatis, in the night, she ran upon the steep reef which forms the northern boundary of the latter; but fortunately the sea being smooth, she was hove off the reef by an anchor laid out in 60 fathoms water, at less than ½ a cable's length distance from the ship. When clear of the reef, she steered to the northeastward through the channel, which Lieut. J. Henderson, of the Sir Francis Drake, describes to be perfectly free from hidden danger, about 7 or 8 miles wide, and as many leagues in length. The flood was found to set through the channel N.E. and the ebb S.W. about ¾ of a mile per hour.

COLLOMANDOUS (or SIR FRANCIS DRAKE's) CHANNEL,

Described above, was found by the observations of Lieut. Henderson, to be bounded on the northern side as follows:—

	Lat.	*Long.*
Collomandous Attollon N.W. extremity	2° 30′ N.	73° 8′ E. by chro.
S. West or Long Island	2 21 -	73 8
South Islet	2 13 -	73 21

From this South Islet, the southern edge of the Attollon takes a direction N.E. b. E. about 7 leagues. On the south side, the channel is bounded by the northern edge of Adoumatis Attollon.—

	Lat.	*Long.*
N.W. Islet	2° 7′ N.	73° 35′ E. by chronometer.
N.E. Islet	2 9 -	73 46

so that the western entrance of this channel is in latitude 2° 10′ N. longitude 73° 21′ E. for the South Islet of Collomandous Attollon may be considered as the northern boundary of the entrance, which extends farther westward than any part of the Adoumatis Attollon: and the latter Attollon is of much less extent east and west, than is the Collomandous Attollon which forms the northern side of the channel. With a steady wind in the day-time, this channel seems to be safe; but it ought *probably* not to be entered in the night, particularly as a wide and safe channel, now to be described, is situated near it to the southward.

ADOUMATIS (or ONE AND A HALF DEGREE) CHANNEL,

Is formed by the Attollon of this name on the north, and by the Attollon of Suadiva on the south side, being 17 leagues wide, and perfectly free from danger.—This channel seems not to have been known to English navigators, until Capt. Wm. Richardson passed through, in the Thetis, 1st September, 1805, and determined its northern boundary; and

Capt. Owen, in H. M. brig Seaflower, explored its southern boundary when he passed through in September, 1806.—Captain Richardson made the northern boundary of this channel as follows:—

	Lat.	*Long.*	
Adoumatis Attollon, S.W. extremity	1° 50′N.	73° 27′E.	Lunar observations
Southernmost islet	1 49	73 33	and chronometers
Another islet more easterly	1 51	73 38	corresponding.

Lieut. Henderson, of the Sir Francis Drake, states, that the southern limit of this Attollon appeared to him to extend from longitude 73° 30′ E. to 73° 45′ E.

Captain Owen made the southern boundary of the channel thus :—

	Lat.	*Long.*	
Suadiva-Attollon, N.E. islet seen	0° 58′N.	73° 33′E.	Lunar observa-
N.W. islet	0 51	73 20½	tions.
S.W islet of north group	0 48	73 19	

Between this last mentioned islet and the other part of the Attollon to the southward, there is an *apparent* separation, through which the Seaflower endeavoured to pass, in tracing the west side of the Attollon very close, but she was obstructed by a narrow isthmus of sand above water, which connected the *two parts* of the Attollon, and extended from the islet before mentioned S.W. b. S. about 5 leagues, in which there appeared only one very small opening close to the islet.—This isthmus of sand was not seen until within 3 miles of it, and it may be said to separate the Suadiva Attollon into *two groups* or *divisions* on the western side. As the foregoing channel contains a clear space from latitude 0° 58′ N. to latitude 1° 49′ N. it may be considered very safe; and for ships coming from the S.W. towards Ceylon or the Coromandel coast in the S.W. monsoon, or from March until November, it is certainly preferable to the circuitous route by the eight or nine degrees channel, with the additional advantage of probably having more clear and favourable weather for observations than is experienced in those northern channels. Ships running to the eastward in November, December, and January, may also adopt either the one and a half degree channel, or the equatorial channel, where variable westerly winds, with a current setting to the eastward, may generally be expected in these months, by ships which keep near the equator.

SUADIVA-ATTOLLON.

Was seen by the Snow Fancy, April 26th, 1794.—The noon observed latitude was 0° 44′ N. when eight islets on the west side of the Attollon bore from E. b. N. to E. b. S. ½ S. distant about 5½ leagues, which made the westernmost islet in latitude 0° 43′ N. and in longitude about 73° 10′ E. by computation from observation ☉ ☽ of the preceding day.* The

* The Fancy places these islets in the space where Captain Owen's observations of latitude give only an extensive sand bank without islets, which unites the north and south parts of the Attollon;—but probably his observations may be more correct than those of the Fancy.

limits of the southern group, or apparent division of the Suadiva Attollon, seem to be ascertained with considerable precision, by the following observations:—

		Lat. ° ′		*Long.* ° ′		
Suadiva, Southern Group,	North Islet	0 34	N.—	73 8	E.	Capt. Owen, in 1806, by lunar obs. and chron.
	N.W. Islet	0 28	-	73 2		
	S.W. Islet	0 18	-	73 4		
	South Islet	0 11	-	73 12		Capt. Owen, in 1811, by lunar obs. and chron.
South extremity of Reef		0 9	-	73 15		
Of all those seen the N.E. Islet		0 28	-	73 38		
S.W. extremity of Islets		0 11	-	73 0		Fancy by ☉ ☽ carried on 5 days.
S.W.	do. do.	0 12	-	73 12		Southampton* ☽ * 1782
				73 18		do. ☽ ☉ * 1782
South	do. do.	0 13	-	- -		Mr. Bonvouloir, 1795.
N.E.	do. do.	0 52	-	- -		do.
N.E.	do. do.	0 51½	-	73 30		Europe by Account 1707.

The eastern extremity of this Attollon appears to be in longitude about 73° 40′ E.

EQUATORIAL (also SOUADOU or SUADIVA) CHANNEL,

Is bounded on the north side by the southern extremity of the Attollon of Suadiva, as described above, being about 10 leagues wide, free from danger, and may be used in either monsoon, by ships which approach the south part of the Maldiva chain. This channel is bounded on the south side by the Island Addon, situated by itself, and having a reef projecting 2½ miles from its southern extremity.—The true position of this island may be approximated as follows:—

	Lat. ° ′		*Long.* ° ′		
Addon Island, Body	0 21	S.—	73 35	E.	Contractor by ☉ ☽ 1792.
- - -	0 21	-	73 35		Fancy by different observations, 1794.
North end	0 19	-	73 20		
Body -	0 21	-	73 35		Southampton by ☉ ☽ * 1782
			73 29		do. * ☽ * 1782
			73 25		French M.S.

The north extremity of Addon Island seems to be in latitude 0° 19′ S. from whence it extends about 2 leagues to the southward, including the reef, and except at the south part, it is apparently safe to approach:—like many of those islands, it is inhabited.

SOUTH (or ADDON) CHANNEL,

Is about 7 leagues wide, and clear of danger, by giving a birth to the Island Addon, which bounds it to the north-east, and to the Attollon Pona Molubque, or South Attollon, which bounds it on the S.W. side. This South Attollon is well inhabited, and its geographical situation seems nearly ascertained as follows:—

		Lat. ° ′		Long. ° ″		
Pona Molubque	North extreme	0 34 S.	—	73 10 E. to 73° 20′ E.	French & Capt. Owen.	M. S.
	South do. -	0 44 -		73 15 - - - - -		
	North Part	0 34 -		73 25 Southampton ☉ ☽ * -		1782.
	North do. -	0 34½ -	-	Bonvouloir - - - -		1795.
	N. E. do. -	0 36½		73 25 Contractor ☉ ☽ - - -		1792.
	West do. -	0 36 -		73 25 Fancy ☉ ☽ and Account		1794.
	South do. -	0 40 -	- -	Bonvouloir - - - -		1795.
	South do. -	0 36 -	- -	M. Violette - - - -		1773.

This Attollon, which terminates the Maldiva chain to the southward, consists of 14 islets, forming a bay in the shape of a horse-shoe, open to the northward.—The islets being covered with tall trees, are discernible at the distance of 5 or 5½ leagues, and are tolerably bold, having no reefs that project farther than 2 miles from them.

OWEN'S BANK,

Situated to the westward of Diego Garcia, and considerably to the westward of the Pitt's Bank, and to the N.W. of the Centurion's Bank, was discovered 20th November, 1811, by Capt. Owen, when giving convoy to some transports from Batavia towards Bombay. He accidentally saw the bottom, and carried soundings of 19 and 20 fathoms for half an hour on the bank, although the other ships had no soundings. He made the latitude at the time 6° 46½′ S. longitude 70° 12′ E. by chronometer, from Diego Garcia in 3 days, and observes that the bank may be of considerable extent, as they probably were on it some time before it was perceived.

INSTRUCTIONS ISSUED BY THE MASTER ATTENDANT AT CALCUTTA, TO PILOT VESSELS PROCEEDING TO THE CRUIZING STATION.

1st. "The vessel under your charge, being ready for sea, equipped, and completely stored for a cruise of three months, you are hereby directed to proceed out with her into the roads with all practicable expedition, in order to cruise (for the general benefit of the trade resorting to this port) off the outer edge of the reef off Point Palmiras, bringing the point to bear by sight or computation W. which position will place you in about 16 fathoms water (the ground composed of sand and gravel, with broken shells and black specks), or in latitude about 20° 43′ N. and this line is to be the southern boundary of your cruising station during the S.W. monsoon.—2d. As the position above assigned is invariably passed or crossed by all ships and vessels bound into the River Hoogly, during the S.W. monsoon, it is therefore desirable that you should keep as near it during the continuance of your cruise, as the state of the winds, weather, and tide will admit;—all considerations which comprehend the security of the vessel under your charge from the enemy, and other disasters, are left to your discretion, as the necessary consequence of the dependence placed in your zealous and faithful execution of the important trust confided to your management.—3d. On the change of the seasons, you are to quit the station prescribed in the preceding paragraph, and to cruise off the tail of

Saugor Reef, in latitude 21° N. longitude (about) 88° 40′ E. being particularly cautious in guarding against the designs of the enemy's cruisers."

AMBOINA SHOAL,

Mentioned in the India Directory, part second, pages 373 and 374, has been ascertained to exist *beyond all doubt*, by Capt. T. Harrington, of the Scaleby Castle, from whose journal the following description is taken:— "On the 17th January, 1812, about 11 A.M. discovered shoal water on the larboard bow when steering E. b. S. put the helm down, with the hope of clearing it to the southward, but immediately afterward seeing coral rocks under water, close to the ship, on the weather quarter, up helm again and providentially cleared the shoal, although not without touching on it, at the same time there appeared to be 4¼ fathoms alongside by the lead. We had no soundings till close upon the shoal, and the water over it was of a *bright* green colour, with a strong rippling, but not breaking sufficiently to attract notice at any distance. The shoal appeared to be about half a mile across in an east and west direction, and immediately after clearing it, Bonthian Hill (indistinctly seen) bore N.W.; Point Lassoa E. b. N.; body of North Island E. 4° N.; Middle Island E. ½ S.; body of South Island E. 21° S.; North point of Salayer E. 24° S.; and the S.W. point of Hog Island S. ¾ E."

ROYAL GEORGE SHOAL,

Was examined by Capt. Gribble, with the boats of the Royal George, on the 25th November, 1812, this ship having got into ¼ less 5 fathoms water on it, when proceeding towards China by the Strait of Macassar. This shoal seemed to be nearly circular, about three quarters of a mile in extent, and situated in latitude 4° 17½′ S.; when upon its centre, in 4½ fathoms, Dwaalder Island bore W. ¾ S. distant about 3 leagues; Button Rock N. ½ E. about 7 miles; and the south end of Pulo Laut N.W. b. W. This no doubt is the shoal mentioned in page 332, part second, of the India Directory, bearing about E. b. N. 10 miles from Dwaalder Island, and said to have six fathoms water on it. But in sounding carefully over it, Capt. Gribble found only 4½ fathoms coral, and he thinks there may probably be rather less water on some of the patches.

GREIG'S SHOAL,

Was discovered by Capt. William Greig, of the ship Lord Minto, in 1809, and he gives the following description of it, in a letter dated Malacca, 14th October, 1809:—"This dangerous shoal we got upon at noon, the 9th of June last, and found it to extend from latitude 0° 52′ S. to latitude 0° 58′ S.; although there is deep water within this extent, I think it ought to be considered as one shoal. On both extremes of it, we were often in nearly the same depth of water as the vessel drew, which was 13 feet, and this was in steering through between much shoaler spots, with the body of Carimata then seen from the deck, bearing between S.S.E. ¾ E. and S.E. b S. and the shoal bears nearly N. ¾ W. from the west point of Souroutou."— This may probably be the shoal mentioned in page 324, part second, of

the India Directory, which the ship General Wellesley* got upon near noon; but cloudy weather prevented her from determining its situation.

PALMER'S SHOAL,

On the east coast of Banca, has been recently discovered by the ship Palmer, Capt. Rordem, who describes it as follows:—"August 27th, 1811. At 45 minutes P.M. the ship suddenly struck, having sounded about five minutes before in 14 fathoms; saw the water discoloured on both sides under the quarters, and had then 10 fathoms by the lead in the main chains, the vessel having passed rapidly over the shoal; next cast had 11, 10, 11 fathoms, then anchored, the wind blowing fresh from S. E. against us. When at anchor, Tanjong Ryot bore W.N.W. distant 5 leagues, the southernmost low islands in sight (named Vansittart's-Wreck Island in the charts) S.S.W. ¾ W. distant 12 or 14 miles, the shoal on which we struck bearing about N.N.E. 2½ miles, according to the distance run until anchoring."

TRINDER'S SHOAL,

In the Strait of Macassar, seems not to have been known hitherto; Capt. John Trinder, of the armed brig Amboyna, describes it thus:—"At noon, October 12th (1803 or 1804), saw an extensive shoal bearing from south to N.W. the nearest part distant about a mile: no part of it appeared above water, but small breakers were seen in various parts of the shoal, the centre of which is in latitude 2° 59′ S. Cape Mandhar bearing from it S.E. b. E. distant 18 miles." If the latitude assigned to this shoal is correct, and the relative position of Cape Mandhar, it would place this cape in latitude 3° 9′ S.; but observations taken in the Arniston,† made it in latitude 3° 35′ S. which will place the shoal much farther to the southward than the latitude assigned it above. But its relative situation, as given from Cape Mandhar, will be the best guide for avoiding this *apparently* dangerous shoal; for as Capt. Trinder seems not to have examined it closely, its existence is not very satisfactorily ascertained.

STAG'S SHOAL,

In the China Sea, seen also in the brig Amboyna, is described by Capt. Trinder as follows:—"September 7th, 1802. At 6 A.M. saw a reef of rocks extending from E.N.E. to S.E. the nearest part distant about 1½ mile. Had no soundings at 80 fathoms within half a mile of the north end of the reef, the rocks upon it being as high as boats out of the water, from whence it extends S.E. and S.S.W. in a triangular form, with breakers on various parts, and the intermediate space apparently very shoal, the reef extending farther to the southward than the eye could discern from the mast-head. Latitude of the north end of the reef, by observation, 8° 24′ N.; longitude 112° 57′ E. I have called it the Stag's, from the resemblance of the rocks to the horns of that animal." The above shoal is situated

* Naval Chronicle: xviii, 115.

† The Arniston's position of Cape Mandhar, is corroborated by other observations in my possession.—(Horsburgh).

nearly midway between the easternmost shoal seen by the London, and that seen by the Walpole and by other ships, and seems to be another addition to the multitude of shoals which occupy the south-eastern part of the China Sea. The Amboyna brig saw another sand-bank and rocks above water, in latitude 7° 51′ N.; longitude 113° 6′ E.

SEAFLOWER'S CHANNEL,

Is situated between the Islands Se-Beeroo and Se-Pora, near the west coast of Sumatra; and to English navigators it appears to be a New Discovery, made by Capt. Owen, who passed through it in H. M. brig Seaflower, 10th November, 1806, during the night.—Being in latitude 2° 18′ S. longitude 99° 5′ E. at noon, with the appearance of a clear passage open to the N.Eastward between the Islands Se-Beeroo and Se-Pora, he steered for it N.E. b. E. and afterwards N.E. in passing through the channel, which he entered in the evening, and got clear of it about 10 P.M.—This channel is bounded on the west side by an islet that lies near the S.E. point of Se-Beeroo, and on the east side by the N.W. end of Se-Pora, and an islet near the north end of the latter.—These islets bear about E. ½ N. and W. ½ S. of each other, distant 12 or 13 miles, and when about half way between them in midchannel at 8½ P.M. the Seaflower's place was latitude 2° 0′ S. longitude 99° 33′ E. or 1° 20½′ W. from Indrapoor Point, by chronometer.—The islet off Se-Beeroo that forms the west side of the channel, appeared to be in latitude 2° 1′ S. deduced from noon observation, and 1° 26′ west from Indrapoor Point.—Capt. Owen describes this channel to be 8 miles wide, clear of danger, and they got no soundings at 30 fathoms in passing through it. The Seaflower went through this channel again in 1808, steering about N. b. E. ½ E. until clear of it to the eastward, but the officer named above was not in her at this time. These observations of Capt. Owen make the south end of Se-Beeroo about 12 miles to the southward of what Capt. Torin's observations made it, as stated in India Directory, Part 2d, p. 82. The Seaflower's Channel, described above, certainly cannot be that mentioned in page 81, Part 2d, of the India Directory, through which the Jenny passed; as the latter was found to be intricate and winding, not more than a mile wide in the narrowest part, with soundings of 20 and 25 fathoms.—It is probable, therefore, that Se-Beeroo is not one continued island, but is separated into two parts by a *Gat* which the Jenny went through, in latitude about 1° 40′ S. or 1° 45′ S.

PULO NYAS,*

Bearing from E.N.E. to E. b. S. estimated distance 8 or 9 leagues. At 10 A.M. 31st October, 1812. Capt. Bean, of the Lady Barlow, states, that high breakers were seen from the poop, bearing E.N.E. only two miles distant.—Steered from this time S.S.E. 5 miles until noon, when the ob-

* At the south part of Pulo Nyas, there is good anchorage in an excellent bay, where bullocks, buffalos, goats, poultry, &c. are in great abundance, and water easily procured. The natives friendly, and of a different character from the generality of Malays.

served latitude was 0° 37′ N. longitude 96° 32′ E. by a good chronometer. If this was a *real* danger, seen by Capt. Bean, it is certainly at a greater distance from Pulo Nyas than what has hitherto been assigned to any of the reefs fronting the west side of that island.

BUCCLEUGH'S SHOAL,

Seems to be the danger mentioned in the India Directory, Part 2d, page 389; but the following description, taken from the Duke of Buccleugh's Journal, shews that it is farther distant from Waygeeooe than has been hitherto supposed, and that it is probably separated from the coast of Waygeeooe.—August 24th, 1797, at half-past 1 P.M. saw coral rocks under the bottom, apparently 5 or 6 fathoms under water, up helm immediately as the water appeared shoaler on the weather bow.—When the lead was got ready, the reef was half a cable's length astern, had then 20 fathoms sand and gravel, the extremes of Waygeeooe bearing from N. 52° W. to Point Pigot S. 60° W. and the small island just open with the point, the nearest part of Waygeeooe distant 12 or 13 miles; our latitude at this time 0° 17′ S. from noon observation. The shoal appeared of 2 or 3 miles extent, as the discoloured water over the rocks shewed from the mast-head; and although squally weather prevented us from sending a boat to sound, I have no doubt but there is little water on some parts of it.

SYDNEY SHOAL,

Was discovered by Capt. Austen Forrest,* bound from Port Jackson towards Bengal in the ship Sydney. At 1 A.M. 20th May, 1806, she struck upon it, and soon bilged, it being then covered at high water, but the points of some of the rocks appeared above the surface at low water, and there were no soundings close to the shoal.—The boats steered from it N. b. E. ½ E. 58 miles, and the Admiralty Islands then were seen bearing N.N.E. distant 3 or 4 leagues, by which, and other observations, this dangerous shoal was found to be situated in latitude 3° 20′ S. longitude 146° 50′. E.

LAUGHLAN'S ISLANDS.

Appear to be a new discovery made by Capt. David Laughlan, in the ship Mary, from Port Jackson bound to Bengal, with the ship Clarkson in company.—The following description of them, extracted from the journal of the navigator named above, shews them to be situated nearly in the direct route of ships steering for St. George's Channel, formed between New Britain and New Ireland.—August 16th, 1812, at 2 P.M. saw from the deck a group of islands a-head, distant about 7 miles, hauled to the wind in order to clear the reefs, which appeared to surround seven islands, extending E.S.E. and W.N.W. and bearing by compass from N.N.W. ¼ W. to N.W. b. W.—At 3¼ P.M. the extremes of the land bore from West to S.W. ¼ W. distant 7 or 8 miles, appearing then like two islands.—Saw several cocoa-nut trees on the western extremity, and a reef with high

* See the biographical memoir of this officer, NAVAL CHRONICLE, xxix, 90.

breakers appeared to encompass these islands.—Their southern extremity is in latitude 9° 20′S. and longitude 153° 40′ E. by chronometer, measured back from Cape St. George, which we made two days after passing these islands.

MAC-ASKILL'S ISLANDS,

Were discovered 29th of October, 1809, by Capt. Mac Askill, of the ship Lady Barlow, on his passage from Port Jackson towards China.—They appeared to be two islands covered with trees, extending about 3 leagues S.E. and N.W. and seemed to be bold to approach on the west side.—By good observations, the centre of these islands was found to be in latitude 6° 12′N. longitude 160° 53′ E. and the nearest land to this situation in Admiral Espinoza's chart (which is the last chart published of the Pacific Ocean), are two islands about 82 miles farther to the westward. The Lady Barlow passed over the situation of the large islands Hogoleo and Torris, as represented in most of the charts, and also over the assigned places of others of the Carolinas, without discerning any signs of land; from which, compared with the observations of other ships, it appears that the islands which form the Carolina Archipelago, are not near so numerous as represented, and that their geographical situations are not well determined.

SAHUL BANK,*

Has been described in pages 93 to 95 of Part 1st, of the India Directory,† and an exposition given of the *known* dangers situated between the island Timor and the coast of New Holland.—But the following danger, seen by Capt. Ashmore, of the Hibernia, appears to be a late discovery; and there are probably other dangers still unknown, in this part of the Eastern seas.—May 8th, 1810, at 8 A.M. saw from the mast-head two small sand-banks, distant 5 or 6 miles to the S.Westward, and situated upon a shoal, the breakers on which appeared to extend nearly east and west about 4 miles. The two sand-banks lie near the centre of the shoal, elevated about 10 feet above water, and each appeared to be in extent about a cable's length.—At nine A. M. the shoal bore from S.S.E. to S.W. b. S. distant about 3 miles, and some rocks were visible above water upon its western extreme.—This shoal was found to be in latitude 11° 56′S. longitude 123° 28′ E. deduced from Port Jackson by chronometer in a run of 34 days through Torres Strait.

RAJAH BASSA ROAD,

Situated directly under the high land called Refreshment Head, that forms the S.E. angle of Lampoon Bay in the Strait of Sunda, is an excellent place for the homeward-bound China ships to touch at, to procure refreshments and fill up their water, and far preferable to North Island for this purpose. Captain Owen, of H.M.S. Cornelia, anchored the China ships in Rajah Bassa Road 21st January 1813, where they got plenty of turtle at a dollar each, and filled up with excellent water, and found the natives very

* Naval Chronicle, xxvi, 318. † *Ibid.*

civil. The Neptune at anchor in 16 fathoms blue mud, had the westernmost of the Three Brothers bearing S. 56° W. Crockotoa Peak in one with the highland of Poolo Sebese S. 20° W. distance from the nearest of the Three Brothers 3½ miles, and from the Sumatra shore about Rajah Bassa 3 miles. The soundings decreased regularly to 5 and 4 fathoms soft mud within ¾ mile of the shore, so that ships may anchor much nearer it than the Neptune did. Within the distance of 2 miles along a sandy beach, were 3 rivulets of excellent water, either of which would supply a fleet of ships. When the fleet left this anchorage, they worked to the westward in Lampoon Bay with regular soft soundings of 13 to 16 fathoms, and passed out between Middle Island and Tiems Rock, which is a good channel. Captain Owen intended to have taken them out through the Western Channel, formed between the west point of the bay and and Pulo Gondy (which although rather narrow for large ships, seems safe to adopt to run out by, with a leading land-breeze in the morning), but the Arniston in standing near the north end of Poolo Gondy, struck on a sunken rock about a mile off, which induced them to bear away round Middle Island. Ships from China should certainly prefer this route along the Sumatra shore, where they will preserve good anchorage, and have less sea than outside, by rounding Hog Point within a moderate distance, and then keeping along the coast to Rajah Bassa Road. From hence, they may work to the westward in Lampoon Bay, and pass out between Middle Island and Tiems Rock, as above mentioned, or through the Western Channel if circumstances permit, which would enable them to lead out of the Strait well clear of Prince's Island with the westerly winds.

NORTH ISLAND,

The body of it bearing S.E. about ¾ or 1 mile, the Royal Charlotte grounded on a small knowl, 18th January 1813, with 3¾ fathoms water on it, and 4½ to 5 fathoms close to it on both sides.

CUMBRIAN'S REEF,*

Described in the India Directory, Part 2d, page 305, seems to have been seen very distinctly by H.M.S. Cornwallis, as will appear by the following extract from the Journal of Lieutenant Smyth, who was an officer of that ship at the time the reef was seen:—"January 6th, 1808, being under double reefed topsails, going about 8 knots, at 11 h. 50 minutes A. M. saw the Island Botel Tobago Xima bearing N.N.W. distant 8 or 9 leagues.—At 11 h. 50 min. we suddenly observed the water to break a-head, and soon after perceived the rocks: on which we bore up, and passed to leeward of them, keeping them pretty close aboard.—At noon the breakers on the rocks bore N. 47° E. distant 1½ mile, our latitude then 21° 41′ N. and we make this reef in latitude 21° 42′ ½ N. and due south from Little Botel Tobago Xima. It is remarkable, that the latitude assigned to this reef by the Cornwallis, differs 7½ miles from the observations of Capt. Tate, of the Cumbrian, and agrees nearly with the latitude assigned to it by Captain Gadd.—The latitude of this dangerous reef seems, therefore, not per-

* Naval Chronicle: xxiv 220.

fectly determined; but as Captain Tate had favourable observations, his position of the reef is probably nearest the truth.* To avoid it, ships should borrow either towards the North Bashee Islands, or keep near the Botel-Tobago-Xima Islands, as the reef is not much to the northward of the Mid-Channel Track.—(HORSBURGH's *Sailing Directions: additional Appendix*, 1814.)

PLATE CCCCIX.

BACK Bay is situated on the eastern coast of Ceylon,† and on the north side of the peninsula which separates it from Trincomaley; it is about 4 miles wide, and 1 mile inwards, bounded by Flag-staff point southward, and by Elizabeth point northward. The common anchorage is in the southern part of the bay, with Flag-staff point bearing from S. b. E. to S E. b. S. distant ½ or 1 mile, in from 7 to 12 fathoms sandy bottom. The soundings decrease gradually to the sandy beach, except about 1¼ mile to the N.W. of the point where rocks project from the shore to 4 fathoms. Ships may lie secure in this anchorage during the S.W. monsoon, and can procure supplies of wood and water. Buffalo beef may be gotten; but vegetables and other refreshments are scarce. Ships of war sometimes go into the harbour to careen, or to escape the bad weather often experienced on the eastern coast of Ceylon, and on the coast of Coromandel, about the commencement of the N.E. monsoon: but as there is little trade at Trincomaley, it is seldom frequented by merchant vessels.‡ From September to March a ship bound to this place should take care not to fall in with the land to southward of Flag-staff point, as the currents often run strong on this side of Ceylon during the N.E. monsoon. On the same coast they are liable to fluctuate in the S.W. monsoon, although then it is prudent to fall in with the land rather to the southward than to northward of Trincomaley. In the north part of Back bay, distant from Elizabeth point S.S.E. about 1½ mile, there are several rocks under water, having 5½ or 6 fathoms close to them on the outside, and 5 fathoms within. Directly eastward of the same point, distant ¾ mile, two rocks are seen, about the size of a boat, with others under water, projecting from them about ¼ mile to seaward; these are called the Lively rocks, having foul ground 7 and 8 fathoms very close to them, and they ought not to be approached nearer than 12 fathoms water on the outside. A ship being abreast of Elizabeth point and the Lively rocks, ought in coasting to the northward to come in-shore under 18 fathoms, on account of several sunken rocks situated between that point and Pigeon isle, which are dangerous to ships making too free with

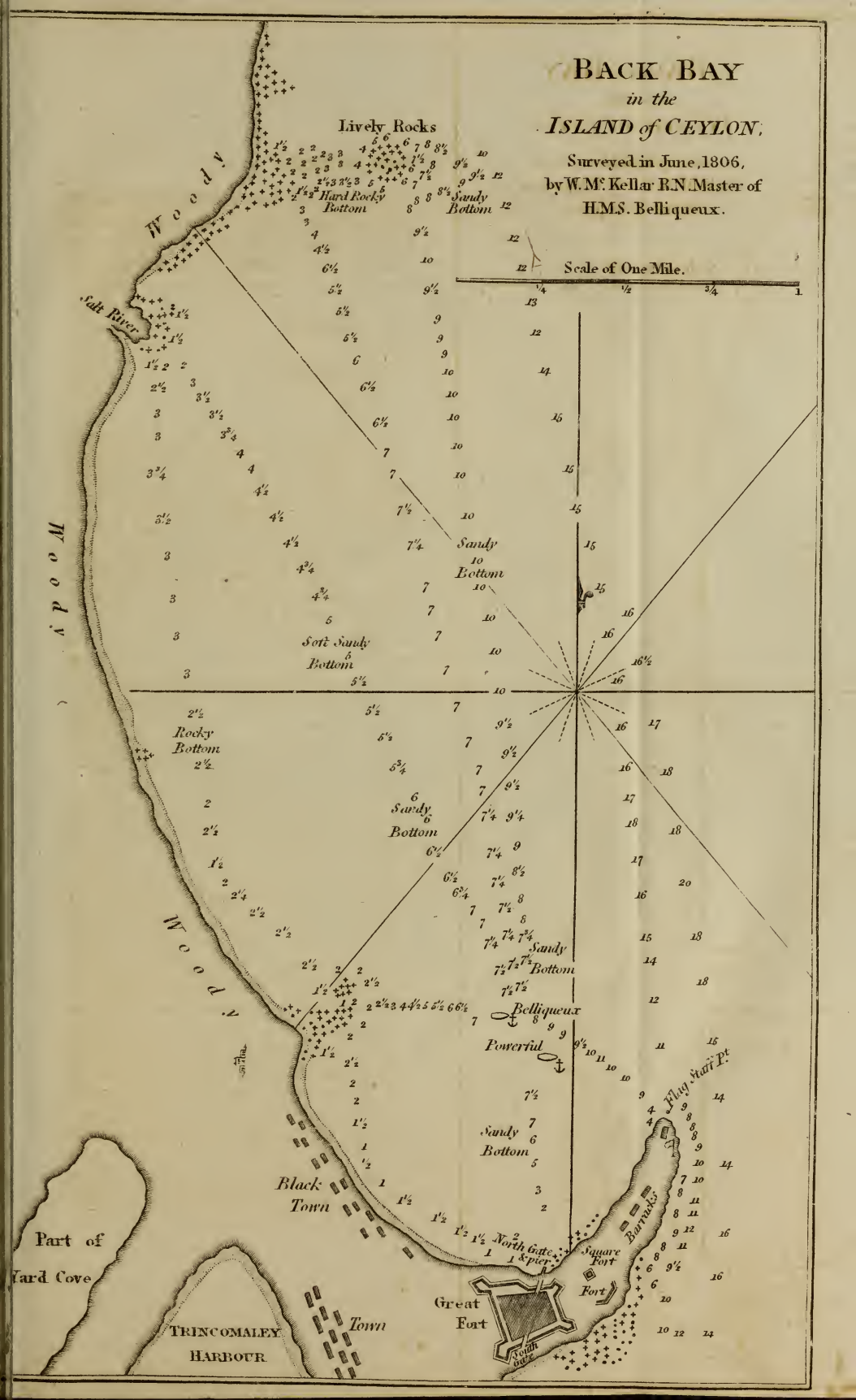
* Particularly, as cloudy weather prevented the Cornwallis from obtaining a satisfactory observation at noon.

† A chart of Ceylon is to be found in the XXIXth Volume of N.C.

‡ The naval establishment formed at Penang has recently been removed hither upon a permanent footing.—(HYDR.)

BACK BAY
in the
ISLAND of CEYLON.

Surveyed in June, 1806,
by W.M.c Kellar R.N. Master of
H.M.S. Belliqueux.



the land. Two of these rocks, lying near to each other, bear N. ¾ W. from Flag-staff point, and S.S.E. ½ E. from Pigeon isle, nearly mid-way between these places, distant about 2 miles from the shore. In 1797 the ship Fairlie struck on the southernmost rock, and found about 20 fathoms in diameter, with 16 feet water on it, and from 9 to 11 fathoms close to it all around. In 1795, 2d August, H.M.S. Diomede * struck on the other, which was thought to be about ½ a mile farther northward than its true situation, and after getting off, the ship sunk about 3 miles to the northward of Flag-staff point: the depths close to the Diomede were 9, 10, and 11 fathoms; by which it seems probable that in fact the Fairlie rock and it are the same, although they have usually been deemed different dangers. —(Horsburgh). S.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

WE briefly noticed, in our last Retrospect, the loss of the Dædalus frigate; but have since been favoured with a sight of a letter from an officer of that ship, dated Madras, August 5, 1813, containing some particulars of that misfortune; and from which we have selected the following extract, for the information of those who may be more particularly interested in the circumstance:—

"On the first of July, after a prosperous, though tedious, voyage with our convoy, we made the Island of Ceylon, near Point de Galle, and not more than four days sail from our destination, Madras. On the morning of the 2d, about eight o'clock, going very fast through the water, all hands were roused and alarmed, as you may easily conceive, in consequence of the ship touching the ground, and then sticking fast; we all rushed on deck, when the distressing truth too evidently appeared. The ship had struck and grounded on a shoal. Fortunately for us and convoy it did not occur at night, if it had, certainly not a soul would have been saved to relate the lamentable tale. Necessary signals were immediately thrown out by us to the convoy, which saved them from sharing the same fate with ourselves. No indication of shallow water had been perceptible; though coloured, it was not more so than all the morning and evening previous. We remained on the shoal for twenty minutes, rolling considerably, and while the boats were ascertaining the deepest water, the ship gathered way; sail was immediately set, and she once more floated. Whilst aground, we observed the false keel and several splinters separate from her but had thought the damage extended no farther.

"A report was now made that the bread-room and cockpit were full of water. The chain and hand-pumps, which had been previously manned, were now vigorously worked, and for a time, our exertions seemed successful. At this time, the ship had run into deep water, and the fleet out of all risk, and hove-to, by signal, to send all boats to our assistance. For some time, the principal injury was suspected to be far aft, and not much under the water-mark: the cabin and after-

* That ship was then commanded by Captain Matthew Smith, now on the superannuated list, whose case (one of peculiar hardship) is stated in the N.C. Vol. XXII. page 42.

most guns were run forward to bring the ship by the head for the purpose of getting at the leak, but without effect. Soon the order was given to throw all the guns, with their shot, &c. overboard, which was done with the greatest expedition. All hands were alert with hope and zeal, and particularly active in the discharge of their duty.

"The carpenters now declared the leaks to be far under water, about the keel and sternpost; and the rudder was found to work so much, that it was thought judicious to get it unshipped, which was very soon done, and brought alongside.

"The lower piece of the stern-post was, at this time, observed to be gone; the water gaining considerably on the pumps though actively worked, and approaching the orlop-deck. A sail, prepared with oakum and tar, was now got over the stern, for the purpose of stopping the leaks, which were now discovered; but, alas! only to shew their extent and danger, with the impossibility of stopping them. They were on both sides, very far aft; and, at another, where the stern-post fell out, a stream rushed in nearly as large as a man's body.

"The state of the ship was now nearly hopeless; the leaks were too numerous and large to be remedied in the smallest degree by any means: the ship's crew, nearly exhausted by unremitting labour for eight hours at the pumps, and seeing the water, in spite of their exertions, rising to the lower deck, began to flag.

"Nothing remained untried to save the ship, and, I am sorry to say, without success. Our worthy commander, Captain Maxwell, now thought necessary to provide for the safety of the people; they were put into the different boats in waiting, and taken on board the nearest Indiamen. At this time, the ship began to take in water at the main-deck ports, and was fast settling; consequently, we were well assured that her time was very short for remaining visible; when the officers, after seeing all the ship's company out of her, and going through every part of the vessel yet above water, for the purpose of making sure that not a soul remained, with heavy hearts quitted the ship. Our worthy captain remained till every one was in the boats, and, about six in the evening, he took a final leave of her. In about five minutes, after lurching very deeply, she fell on her beam-ends, and continued so nearly a minute, then she righted shewing only her quarter-deck ports above water, when gradually and majestically disappearing, the Dædalus sunk for ever! I assure you the sight was sublime, but awful. I am happy to add, that every soul was saved, and a great deal of their private property."*

It is with regret that we have to add to the losses mentioned in our 62d page, those of the Queen Charlotte packet, the Holly schooner, and the Beresford and Nancy transports.

The two first mentioned met their fate in the harbour of St. Sebastian. On the 16th of January, at noon, a gale suddenly arose from the N.W. and at four P.M. the Queen Charlotte parted from her anchor, and was retained by a small anchor and cable for half an hour; but before others of a sufficient strength could be got out, she was driven on shore at five, and about ten or half-past ten at night, went to pieces. Every exertion was made by the agent for packets at Passages, Mr. Sebright, to afford assistance to the crew. A party of artillery drivers were immediately marched down to the beach by their officers. A party of artillery were ordered by Major Dyer to act as a guard, and prevent confusion; and the crew of a gun-boat,

* The Dædalus appears to have been lost on one of the Basses. *Vide* Chart of Ceylon, Vol. XXIX. Ed.

with several seamen of transports, also attended. It was, however, found impossible to send boats to her from the mole, on account of the night; and although, by the exertions of the packet-agent, a boat was brought round on men's shoulders from the mole to the beach, it proved impracticable to use it. The surgeon swam on shore at an early period; and the master and two men were picked up from the wreck. The others who were on board, seventeen in number, including Captain Mudge, the commander, unfortunately met a watery grave. The remainder of the crew had, luckily for them, received permission to go on shore on the previous day, and had not been able to join the ship.

On the 29th of January, at four A. M. H. M.'s schooner Holly, in a violent gale, parted her cables, and ran on the rocks under the Mount of St. Sebastian.* Her commander, Lieutenant Samuel Sharpe Treacher, Mr. Crane, the surgeon, and several of the crew, were washed overboard, and seen no more: the rest were with difficulty saved.

The Beresford transport, Hope, master, and the Nancy (marked W.) Potter, master, carrying troops from the Downs to Holland, were both lost on the Haake Sand. From the former vessel about 40 persons were saved; but all the troops on board the Nancy perished.

From this gloomy picture it is a gratification to pass to one more pleasing; and, first, to state, that H. R. H. the Prince Regent has been pleased to reward the meritorious services of Admiral Sir John Thomas Duckworth, K B.† and Capt. P. B. V. Broke,‡ R.N. with the dignity of Baronets of the United Kingdom.

The French frigates Alcmene and Iphigenia have been captured, off Madeira, by H. M.'s ships Venerable, and the Cyane sloop, of 20 guns.

Capt. Sir P. Parker, Bart. in the Menelaus frigate, has arrived at Plymouth with a very valuable Spanish ship (said to be called the St. Jean de Baptiste, which she captured on the 14th inst. off L'Orient, in sight of the Rippon, of 74 guns, Capt. Sir C. Cole. She is from Lima, with a cargo of cocoa and bark, together with dollars, diamonds, and pearls, valued at an immense sum, and was bound to Cadiz; but captured on her passage, near the Azores, on the 3d inst. by the French frigates Terpsichore and Atalante.

A letter from Holland, dated the 23d January, relates the following gallant affair, in which Mr. Collicott, a midshipman, with 42 marines, engaged ten times, and destroyed thrice his own number of the enemy: "The French landed 800 men in South Beveland; and from the Dutch sentinels neglecting the alarm, the enemy advanced so suddenly upon Mr. Collicott and his little party, that he found it necessary immediately to commence a retreat, but succeeded in bringing off a piece of artillery: 400 men pursued him to the great road, where he halted, and commenced a well-directed fire on the enemy at 300 yards distant; a sharp action ensued, and the enemy were completely repulsed, leaving 160 men upon the field of battle." Mr. Collicott was not materially hurt, though he was struck

* See a View of this place, Vol. XXX. p. 416.

† See N. C. Vol. XVIII.

‡ See Index to N.C. Vol. XXX. Art. Broke.

by several balls, but his little band of heroes lost near half their number. The thanks of the commander-in-chief have been sent to Mr. Collicott, for his distinguished bravery on this occasion.

On the 12th of February, his Majesty's Custom House, in Thames Street, was totally consumed, with almost all its contents, by fire. Several of the opposite houses suffered in the same conflagration; and we lament to say, that two young orphan girls perished in the flames.

Caution to Masters of Merchantmen.—Mr. Newlands, master of the Coquette, of Glasgow, sailed from St. Thomas's on the 12th February, 1813, under convoy of H. M. S. Kangaroo, and ran away from the fleet. The Lords Commissioners of the Admiralty instituted a prosecution against him for the offence; and he has been sentenced to a month's imprisonment in the Marshalsea, where he is now confined.

In consequence of an invitation from the Admiralty, 150 shipwrights (unmarried) from Plymouth yard have volunteered to go to the Lakes in Canada, to construct vessels. They are, we are told, to have 10*s.* a day; 15*s.* for Sunday; 2*s.* subsistence; 1*s.* for lodging; and 1*s.* for every extra hour; and those who conduct themselves properly will be entitled to an apprentice on their return.

Letters on Service,

Copied verbatim from the London Gazette.

ADMIRALTY-OFFICE, JANUARY 22, 1814.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. to John Wilson Croker, Esq. dated on board H. M. S. Caledonia, at Port Mahon, the 24th December, 1813.

SIR,

THE enclosed narrative will convey to their Lordships the details of a gallant enterprize, very ably directed by Captain Sir Josias Rowley, and most zealously executed by the force under his command, in co-operation with the battalion of Colonel Catanelli, who made a descent on the coast of Italy, under a hope of surprising Leghorn.

The loss sustained in this affair has been inconsiderable, when compared with that of the enemy. I am sure their Lordships will do ample justice to the merits of Sir Josias, and the captains, officers, seamen, and marines, engaged in this spirited service. I have the honour to be, &c.

EDWARD PELLEW.

SIR, *H. M. S. America, off Leghorn, 15th December,* 1813.

I have the honour to inform you, that in pursuance of my preceding communication to you from Palermo, I sailed thence on the 29th ult. in company with the Termagant, and anchored at Melazzo on the following night, where having joined the ships named in the margin,* and embarked on board them on the following day the troops of the Italian Levy, amounting to about one thousand men, under the command of Lieutenant-colonel Catanelli, we sailed the same evening, and arrived on the coast of Italy,

* Edinburgh, Furieuse, Mermaid.

off Via Reggio, on the 9th instant: having fallen in with the Armada and Imperieuse off the north of Corsica, I detained them to assist us in getting the troops on shore. Having anchored with the squadron off the town, the troops and field pieces were immediately landed; a small party of the enemy having evacuated the place on a summons that had been sent in, and possession was taken of two eighteen and one twelve-pounder guns, which defended the entrance of the river—The lieutenant-colonel proceeded immediately to Lucca, which place was surrendered to him at twelve the same night. The following day a detachment of forty royal marines from this ship, under Captain Rea, was sent to a signal station to the northward, which, on his threatening to storm, surrendered to him, and eleven men who defended it were made prisoners: he found it to be a castle of considerable size and strength, walled and ditched, and capable of containing near one thousand men. On receiving this report, I sent Mr. Bazalgette, senior lieutenant of the America, who, with a few barrels of powder, completely destroyed it, bringing off a brass nine-pounder gun, which was mounted in the castle. Parties from the Imperieuse and Furieuse also brought off two other brass guns from the beach to the northward and southward of the town, those at the landing place having also been embarked.

The lieutenant-colonel not judging it advisable to continue at Lucca, had given me notice of his intended return to Via Reggio, where he arrived on the morning of the 12th, and signified his intention to proceed in another direction.

Not conceiving my stay with this ship any longer necessary, I had made arrangements for leaving the Edinburgh, Furieuse, and Termagant, under the orders of Captain Dundas, to keep up (if practicable) a communication with the troops, and purposed sailing to rejoin your flag as soon as it was dark, when, towards sunset, we perceived a firing at the town, and found that the troops were attacked by a force of about six hundred cavalry and infantry, with a howitzer and two field pieces. They consisted of a detachment from the garrison of Leghorn, which had been joined on its march by some troops at Pisa; the lieutenant-colonel completely routed them, with the loss of their guns and howitzer, and a considerable number of killed, wounded, and prisoners; the remainder retreated in much confusion towards Pisa. Information having been obtained from the prisoners of the weak state of the garrison at Leghorn, the lieutenant-colonel proposed to me to intercept the return of the routed troops, by proceeding immediately off Leghorn, in the hopes that by shewing ourselves in as much force as possible, the inhabitants, who, it was supposed, were inclined to receive us, might make some movement in our favour, and that we might avail ourselves of any practicable opening to force our way into the place.

I acceded to this proposal, and the troops were immediately embarked in a number of country vessels, which were towed off by the boats of the squadron, and the whole being taken in tow by the ships, we proceeded the same night for Leghorn Roads, where we anchored about three o'clock on the following day, to the northward of the town. The Imperieuse having previously reconnoitred the best spot for landing, the vessels were immediately towed in-shore, and the troops and field-pieces landed without opposition. The boats then proceeded to land the marines; but the weather, which had been hitherto favourable, in the course of the evening became so bad, that only a part could be got on shore; and I regret to state, that the pinnace of the America was swamped, and Lieutenant Moody (a most valuable officer), and two seamen were drowned. Early in the morning the remainder were landed, and proceeded to the positions assigned them.

The corps of the enemy which had been defeated at Via Reggio, was a second time reinforced at Pisa, and at this period made an attack on our marines without the tower. I beg to refer you to Captain Dundas's report, for the particulars of their defeat. The lieutenant-colonel suggested, as a proper time after this advantage, to summon the commandant, which was accordingly done, but an answer returned that he would defend himself.

The gates of the town had been closely examined during this day and the preceding night, to ascertain the practicability of forcing an entrance; but that or any other means of immediate attack not being considered practicable against a place so strong and regularly fortified, and there not appearing any movement of the inhabitants in our favour, the precarious and threatening state of the weather, a change of which would have prevented all communication with the ships, rendered it expedient to reimbark the whole without delay: by very great exertions, this was effected in the best order during the night, and early the following morning, in very severe weather, without any molestation from the enemy.

On returning from the shore to the America at sunset, I found a deputation from the mayor and inhabitants of the town, who had been permitted by the commandant to come off with a flag of truce, to petition us to cease our fire from the houses, he having threatened to dislodge us by setting fire to the suburbs; as arrangements were already made for embarking, I consented to a cessation of firing on both sides till eight the next morning; a favourable circumstance for us, the troops on their march to the boats being exposed to a fire from the ramparts

I have very great satisfaction in reporting to you the zeal and good conduct of all the officers, seamen, and marines employed on the above-mentioned services.

To Lieutenant-colonel Catanelli every praise is due, for his able and indefatigable exertions; and I feel thankful for his cordial co-operation. The conduct of the troops of the Italian Levy, both for bravery and discipline in the field, and the cheerfulness with which they endured the constant exposure in boats in the most severe weather, excited our admiration.

I am much indebted to Captain Grant, for his able advice and assistance; to the Honourable Captain Dundas, who undertook the direction of the marines and seamen; and to Captain Hamilton, who volunteered his services on shore, my thanks are particularly due, for the gallant manner in which they conducted them; and I feel much indebted to the Honourable Captain Duncan, for the ready and useful assistance he afforded me on every occasion. Captain Mounsey, when the landing was effected, had moved with the Furieuse and Termagant to watch the motions of three brigs of war lying in the outer mole, but which afterwards moved into the inner one, the crews having landed to assist in the defence of the place.

Captain Dunn was indefatigable in his exertions at the landing place, and I feel called upon to notice the good conduct of the officers and crews of the boats, through a continued and most fatiguing service.

I beg that I may be permitted to mention the assistance I received from Lieutenant Bazalgette, senior of this ship, a most deserving officer; and to notice the conduct of Mr. Bromley, the surgeon, who volunteered his services on shore with the troops.

I herewith enclose a list of the killed and wounded, and am happy to say our loss is much smaller than might have been expected. I have no account of that of the Italian Levy, but I believe it is not considerable, There have been no correct returns of prisoners, but Captain Dundas informs me, that above three hundred have been taken in the two affairs.

I have the honour to be, &c.

Vice-admiral Sir Edward Pellew, &c. JOS. ROWLEY, Captain.

SIR, *H. M. S. Edinburgh, off Leghorn, Dec. 15, 1813.*

In obedience to your directions, Captain Hamilton and myself landed on the evening of the 13th, with the marines of his Majesty's ships named in the margin,* to co-operate with Lieutenant-colonel Catanelli. We pushed on that evening with the advance of the marines and Italian Levy, and got possession of the suburbs of the town of Leghorn. The extreme darkness of the night, and the road being nearly impassable, prevented the body of the troops joining until the morning; the moment a sufficient number had come up, in compliance with the lieutenant-colonel's arrangements, the Italians occupied the suburbs and buildings close to the ramparts; the marines occupied a position on the Pisa road; as soon after daylight as possible, we reconnoitred the town; just as we had finished, and were returning from the southern part of the town, a firing was heard in the direction of the Pisa road, where we proceeded instantly, and found the marines were at that moment attacked by a considerable body of the enemy's troops, consisting of at least seven hundred men, cavalry and infantry, supported by two field pieces; the charge of the cavalry was received with great coolness by the marines, they opened and allowed them to pass, killing all but about fourteen, who, with two officers, succeeded in getting through, but who were all killed or wounded, excepting one officer, by a small detachment of the Italian Levy, that was formed at the entrance of the suburbs of the town. After the charge of the cavalry, the marines instantly closed and charged the enemy's infantry, and put them entirely to the rout; they lost in this affair the officers commanding their cavalry and infantry, with about from two hundred and fifty to three hundred killed, wounded, and prisoners; the remainder retreated in the greatest disorder to Pisa.

In this affair my most particular thanks are due to Captain Hamilton, who, I am sorry to say, is slightly wounded, as well as to Captain Beale, of the Armada, who commanded the marines, as also to Captains Rea and Mitchell, of the America and Edinburgh; to the other officers, non-commissioned officers, and privates, all possible credit is due for repelling the attack, and putting to route the enemy, who were certainly double their force; the marines lost on this occasion, one killed and seven wounded.

The Italian Levy, who were on the houses close round the ramparts, as well as those in the advance, were indefatigable in their exertions, and their bravery was truly conspicuous on all occasions. The enemy suffered by the destructive fire they kept up on the ramparts, killing or wounding those who attempted to come near the guns.

It being arranged between you and the lieutenant-colonel, that we should re-embark, the wounded and prisoners, with our two field guns and ammunition, were embarked at twelve o'clock last night, marched off in the best possible order, through bad roads, and incessant rain.

I beg to offer my thanks to Lieutenant-colonel Catanelli, for his attention in pointing out what he wished to be done by us to forward his plan. My thanks are due to Captain Dunn, of the Mermaid, for forwarding every thing from the beach to us in advance; as well as to Lieutenants Mason, of the America, and Mapleton and Leach of this ship, and Travers, of the Imperieuse; and to the midshipmen, and small-arm men, and those stationed to a howitzer, for their steady good conduct.

I have the honour to be, &c.

G. H. L. DUNDAS, Captain.

Sir Josias Rowley, Bart. Captain of H.M.S. America.

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* America, Armada, Edinburgh, Imperieuse, Furieuse, Rainbow, Termagant, and Mermaid.

Return of killed and wounded Seamen and Marines of his Majesty's Ships off Leghorn, 14th December, 1813.

America.—James Moodie, lieutenant, drowned by the swamping of a boat, on the 13th December; George White, able seaman, ditto; William Ford, able seaman, ditto.

Armada.—Richard Gorton, private marine, severely wounded; John Snell, ditto, dangerously wounded; Robert Clark, ditto, severely wounded.

Edinburgh.—Emanuel Key, private marine, dangerously wounded; Richard Wilson, ditto, severely wounded; Christopher Robson, ditto, slightly wounded.

Imperieuse.—William Vaughan, private marine, slightly wounded.

Rainbow.—Captain Hamilton, slightly wounded; Samuel Page, marine, killed; John Todd, master's-mate, severely wounded.

Termagant.—James Rowley, marine, severely wounded; Robert Williams, ditto, severely wounded.

Total—1 killed, 3 drowned, 11 wounded.

JOSIAS ROWLEY, Captain.
E. F. BROMLEY, Surgeon.

JANUARY 29.

Admiral Sir John Warren has transmitted to John Wilson Croker, Esq. a letter from Captain Brown, of H. M. S. Loire, giving an account of his having, on the 10th of December, captured the Rolla, American privateer, of five guns and eighty men, out the night before from Newport.

And also the following letters, forwarded to the admiral by Captain Barrie, of the Dragon, senior officer in the Chesapeak, *viz.*

A letter from Captain Cator, of his Majesty's sloop Actæon, dated 22d September, reporting his having landed with a party of marines in Lynhaven Bay, and destroyed a barrack of the enemy, with all the military stores, after a short action with a body of American dragoons and infantry stationed there, in which nine of the enemy were taken, and several killed or wounded, with the loss of only one marine badly wounded.

A letter from Captain Jackson, of H. M. S. Lacedemonian, dated 23d September, stating the destruction of several American vessels, by the boats of the above ship, and Mohawk sloop, in Chereton and King's Creeks. The enemy assembled in numbers on the shore, but were scattered by the fire from the boats, with the loss of from twenty to thirty killed and wounded; one man in the boats was killed, and two wounded.

A letter from Lieutenant Pedlar, of the Dragon, dated the 5th November, giving an account of his having, with the boats of that ship and Sophie sloop, brought out, without loss, three American vessels, from a creek in the River Potowmak.

Copy of a Letter from Captain Mansell, of his Majesty's Sloop Pelican, addressed to Vice-admiral Sawyer, and transmitted to John Wilson Croker, Esq.

SIR, *H. M. Sloop Pelican, Plymouth, January 20, 1814.*

I beg to acquaint you, that, on the 13th instant, I captured, after a chase of twelve hours, the American schooner Siro, letter of marque, of 225 tons burthen, mounting twelve nine pounders, with 49 men, and a cargo of cotton, from South Carolina, bound to Bourdeaux; is a remarkably fast-sailing vessel, quite new, pierced for sixteen guns, coppered, and copper-fastened, had been chased by several of our cruisers, but escaped by her superior sailing, and was intended to cruise for the annoyance of our trade. I have the honour to be, &c.

THOS. MANSELL.

To Vice-admiral Sawyer, Commander-in-chief, &c. Cork.

FEBRUARY 1.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Tobin, of H. M. S. Andromache, giving an account of his having, on the 18th of January, captured, off Bourdeaux, the Fair American ship letter of marque, of four guns and nineteen men, bound from Boston to France.

Promotions and Appointments.

Captains, &c. appointed

Edward Lloyd, to the Raven; John Coode, to the Porcupine; A. M'Meckan, to the Griper; Charles Mitchell, to the Savage; Lord George Stuart, to the Newcastle; John Hancock, to the Liffy; Matthew Smith, to the Nymphen; Lord Cochrane, to the Tonnant.

Lieutenants, &c. appointed.

P. C. Anstruther, to the Basilisk; Lieutenat John Hewett, to be a commander; D. Buchan, to the Sprightly; J. Jackson, to the Spencer; J. Waldron, to the Hope; E. Gordon, to the Barossa; W. Stack, to the Espoir; T. Robbins, to the Conflict; H. Belson, to the Sybille; J. Strover, to be a lieutenant, and to the Marlbro'; R. Holman, to the Salvador; A. Wilson, to the Elephant; J. Derby, to command the Genereux, prison-ship; T. W. Davis, to the Pomone; John Hickman, to the Redwing; W. B. Weekes, to the Regulus; Nicholas Tomlinson, to the Hazard; J. D Lauzan, to the Dannemark; Charles Holroyd, to the Badger; Hon. James Boyle, to the Barfleur; H. D. C. Douglas, to the St. Domingo; James Quinton, to the Trident; G. B. Burton, and Sylvester Austin, to the Tonnant; William Curlewis, to the Warrior; Nathaniel Barwell, to the Wizard; John Chamberlayne, to the Weazle; John Lihon, C. D. Jeremy, J. B. Tartnell, and Thomas Studdert, to the Tonnant; Alexander Buchanan, to the Barracoutta; J. H. Belliars, to the St. Juan; Charles Crole, to the Rodney; Stephen Dillon, to the Carnation; Robert Brash, to the Nisus; George Burt, to the Sylph; Christopher Beer, to the Shark; William Henry Braud, to the Ganymede; James Richard Booth, to the Gorgon; William Beckitt (2), to the St. Domingo; John Coleman, to the Inconstant; Alexander Murray, to the Espoir; Marshall Hoyle, to the Trident; Francis Hallowes, to the Zenobia; Robert B. Fenwicke, to the St. Josef; S. R. Weddle, to the St. Juan; John Murray (3), to the America; John Coleman (2), to the Princess Carolina; Robert Snell (2), to the Bombay; William Trotter, to the Astrea; William Palmer, to the Rolla; Henry Love, to the Cydnus; Jenkin Jones, to the Pompée; J. F. J. Dixon, to the Magicienne; Jonathan Faulknor, to the Statira; Jos. Bailey, to the Nautilus; Stephen Hodge, to the Wolverene; Joseph Smith, to the Ulysses; Charles Maitland, to the Esk; S. M. Colquhoun, to the Queen Charlotte; Henry Nason, to the Tigre; Henry E. Etough, to the Chanticleer; Robert H. Storck, to the Insolent; Robert Watts, to the Warrior; Robert Gore, to the Horatio; Thomas Stone, to the Horatio; John Campbell (4), to the Apelles; Edward Collins, to the Challenger; Harry Wilson, to the Griffon; John Lyons, to the Ville de Paris; John Bull, to the Thracian; Richard Soper, to the Britomart; W. A. Baumgardt, to the Queen Charlotte; Rawdon M'Lean, to the Royal Sovereign; Michael Babb, and Charles Sterling, to the Spencer; Frederick Marryatt, to the Newcastle; Benjamin Smart, to the Pomone; Richard Hetherington, to the Martial; Robert Holman, to the Salvador; Robert Forster, to the Tonnant; William Gray, to the Snipe; James Stone (2), to the Rolla; John James Hough, to the Egmont: Thomas Alexander Watt, to the Spencer; Watkin William Little, to the Tagus; W. G. Roberts, to the Asia;

Thomas Moubray, to the Surprize; William Downey, to the Carrion; Francis Brace, to the Berwick; Roger Longlands, to the Pilot; John Hudson, to the Repulse; Patrick Wallis, to the Romulus; George Palmer, to the Briseis; Harry B. Richards, to the Leveret; John B. Joyce, to the Caledonia; Arthur Fanshawe, to the Endymion; James Richard Booth, to the Gorgon; James Poad, to the Scipion; Horatio B. Cock, to the Griffon; Hon. F. Napier, to the Snake; William Muriel, to the Mermaid; James Murray (2), to the Menelaus; James Lew, to the Mermaid; John S. Rowlands, to the Jasper; Charles Keith, to the Antelope; Joseph Marshall (1), to the Onyx; Joseph Marshall (2), to the Venus: Francis Hallowes; to the Zenobia; John Morrison (2), to the Onyx; William Keats, to the Partridge; William Caswell, to the Plantagenet: Patrick Wright, to the Ramillies; W. P. Green, to the Resolute; George Bury, to the Ringdove; W. B. Dobson, to the Royal Sovereign; Richard James, to the Royalist; —— Theed, to the Superb; James F. Fletcher, to the Achille; Charles H. Crooke, to the President; Robert Scallon, to the Namur; Edward Dillon, to the Lyra; Mark Raynham, to the Ceylon; James F. Arnold, to the Puissant; Richard Rason, to the Cretan; Thomas Pickernell, to the Oberon; Thomas Davis, to the Pomone; A. H. Wilson, to the Abercromby; Robert Forester, to the York; John Wilson, and George Tyrrell, to the Newcastle.

Masters appointed.

J. Britton, to the Hotspur; J. Caiger, to the Redwing; J. Jay, to the Magnificent; J. Crear, to the Cherokee; J. Johnson, to the Asia; T. Trelwing, to the Hydra; J. Mills, to the Newcastle; G. Dujarder, to the Dauntless; E. R. Wilde, to the Carron; J. C. Atkinson, to the Penguin; J. B. North, to the Rosario; W. Balliston, to the Spencer; W. Craig, to the Erebus; W. Sheehan, to the Myrtle; T. Phillips, to the Horatio; H. Langon, to the Tonnant; J. Park, to the Porpoise; D. Balberney, to the Colossus; J. Finlayson, to the Nymphen; J. Lewis, to the Sultan; C. Cleveland, to the Muros; A. Chalmers, to the Terror; W. White (2), to the Venus; A. Lyall, to the Wanderer; T. Miller, to the Thais; W. Smith (2), to the Espiegle; R. Howell, to the Barossa; J. Barrie, to the Melpomene; M. Coleman, to the Defence; J. M'Donald, to the Puissant; J. Kitchener, Royal Sovereign.

List of Midshipmen passed for Lieutenants.

Sheerness.—Robert Robinson, Hon. G. K. Barrington, W. H. Brady, George Gregory.

Portsmouth.—William Hewitt, W. B. M'Leroth, W. Claringbould, J. P. Elston, Henry Bayfield, W. G. White, G. H. M'Dougall, H. C. Gordon.

Plymouth—Richard Drake, Augustus Henniker, William Brian, Edward Houghton.

Surgeons, &c. appointed.

Henry Barnes, to the Terror; P. Henry, to the Vulture; R. Gillespie, to the Esk; James Brown, to the Carron; Isaac Johnson, to the Blake, prison ship; John Grant (2), to the Atlas; Thomas Reed, to the Strombolo; Peter Cunningham, to the Barbados; J. P. O'Berne, to the Renown, prison hospital ship; Robert Crowe, to the Temeraire; Charles Kent, to the Fylla; James Stewart, to the Rinaldo; George Hogan, to the Badger; W. Dickson, to the forces in South Beveland; John Forbes (2), to the Venerable; J. O. Martin, to the Leander; Henry Hall, to the Espeigle; Elias Ryall, to the Insolent; Aliek Osborne, to the Tigress; Robert Scott, to the Bahama; John Richardson, to the 1st Battalion Royal Marines; James Guthrie, to the Spencer; John Duke, to the Barossa; John Morgan (2), to the Espoir; Thomas Thomas (2), to the Peruvian; William M'Kennedy, to the Liberty brig; William Rogers, to the Dover; Alexander

Girvan, to the Sultan; Robert Abbott, to the Levant; John Strang, to the Galgo; James Arnott, to the Rosamond.

Assistant-surgeons, &c. appointed.

J. M'Ennally, to the Warrior; P. Butler, to the Havock; Alexander Linton, to the Protector; David Grier, to the Chatham; J. H. Dalziel, to the Hearty; James Gregory, to the Regulus; Joseph Reardon, to the Renown; James Lawrence, to the Caton, prison hospital ship; James M'Alpine, to the Ville de Paris; James Cuthbert, to the Penelope; D. B. Conway to be hospital-mate at Haslar; John Edwards, to the Venus; Aliek Osborne, to the Monmouth; J. M. Madden, to the Malabar; Thomas Connolly, to be hospital-mate at Mill Prison; Samuel Irvine, to be hospital mate at the same place; James Robertson, to be hospital-mate at Portchester Castle; Samuel Irvine, to the Spencer; Francis Marsh, to the Newcastle; Maurice Roberts, to the Tigre; J. Reardon, to the Spencer; Alexander Anderson, to be hospital-mate at Mill Prison; John Riddell, to the Barbara; Law M'Kay, to the Teazer; E. A. Smith, to the Abundance; N. Morris, to the Thisbe; J. Glencorn, to the Sussex, hospital-ship; Wm. Aitkin, to the Bramble; Wm. Whittaker, to the Trusty, port hospital ship; John Cameron, to the Salvador.

BIRTHS.

On the 18th February, the lady of Rear-admiral Malcolm, of a son.

20th February, the lady of Sir Peter Parker, Bart. R.N. was safely delivered of a son.

At Bath, the lady of the Hon. Rear-admiral Gardner, of a son.

At Sandwich, the lady of Capt. Warren, R.N. of a daughter.

At Kingston Crescent, Portsea, the lady of Capt. Balfour, of H.M.S. Woodlark, of a son.

MARRIAGES.

Captain Sir James Dunbar, of Boath, North Britain, to the eldest daughter of J. Coul, Esq. of Ashgrove.

At Plymouth Dock, Lieutenant William Lowcay, of H.M.S. Teazer, to Miss Lawrence, sister of Captain John Lawrence, of H. M. sloop Fantome.

On the 2d February, Captain Kains (late first lieutenant of the Warrior), to Miss Gold, of Gillingham.

On the 12th February, at St. George, Southwark, Lieutenant Samuel Kentish, R.N. to Miss Barnes, only daughter of Peter Barnes, Esq. of Surry Place, Kent Road.

Mr. Lemon, purser R N. to Mrs. Lemon, widow of Mr. J. Lemon, late quarterman of Plymouth Dock-yard.

Lately, at Liskeard, Robert P. Hillyar, Esq. surgeon in his Majesty's royal navy, to Miss Bennicke, widow of William Bennicke, Esq. late of Callington.

DEATHS.

On the 23d of June, 1813, at Hill's Place, Lucca, Jamaica, Mrs. Sarah Hill, a lady whose amiable qualities most justly entitled her to the love and esteem of all those who had the happiness of her acquaintance: an intermittent fever, which occasioned extreme debility, closed the life of this valued and truly virtuous woman. She was mother-in-law to Captain Paterson, R.N.

Killed, on board a tender belonging to H.M.S. Poictiers, whilst in action with an enemy's vessel up the Chesapeake, Mr. Henry Morris, master's-mate, a promising youth of great courage, and of an enterprising and determined spirit.

In January, at his lodgings in London, of a consumption, Mr. Benjamin Emerson, late surgeon R.N.

At Exeter, Captain John Stockham, R.N. He was first lieutenant of the Thunderer, of 74 guns, at the battle of Trafalgar; which ship he fought on that memorable day (the Captain being called to England on a court-mar-

tial), and for his gallant conduct was shortly after promoted to the rank of post captain, and presented with a sword by the Committee at Lloyd's.

On the 21st of January, at Plymouth, Mrs. Price, wife of Captain John Price, R.N.

On the 22d of January, at Plymouth, Mrs. Brice, wife of Capt. Brice, R.N.

On the 23d of January, at Ayr, Scotland, John Morrison, seaman; and, on the 18th, Elizabeth Wallace, his wife, both aged 86, having been 53 years married.

On the 24th of January, in Portland-square, G. Gregory, Esq. rear-admiral of the red.

On the 8th of February, 1814, at Balnagown Castle, county of Ross, Lieutenant-general Sir Charles Ross, Bart. colonel of the 37th regiment of foot, and eldest son of the late Admiral Sir John Lockhart Ross, of Balnagown, Bart.

On the 16th of February, at his residence in Torpoint, near Plymouth, John Stephens Hall, Esq. vice-admiral of the blue, aged 66 years.—This officer was made post, 21st September 1790; a rear-admiral, 28th April 1808; and vice-admiral of the blue in 1812.

Lately, J. A. Norway, Esq. a commander in the R.N.—He commanded the Montague packet, and was killed when that vessel beat off the American privateer Globe, off the Western Islands.

"England expects that every man will do his duty;" but England expects also to *know* when every man has *done* his duty: and that she will hear it, whether it is the poor sailor before the mast, or him whose flag flies at the main, is England's boast and glory. England is the fostering mother of all her heroes; let her then publish the deeds that are done, while they set a bright example to her sons. The following letter pays the tribute due to the gallant youth, who had just reached his eighteenth year, who fell in an enterprise, under the command of Lieutenant Sweedland, first of the Berwick, and whose dying words would have graced a Nelson.

Copy of a Letter from Captain Brace, of H.M.S. Berwick, to Admiral Hawkins Whitshed.

Berwick, at Sea, Dec. 12, 1813.

"My dear Sir—From the nature of your last letter, on the serious illness of your son James, I am led to hope that your mind will bear with tolerable fortitude the afflicting news it is my unhappy situation to have to communicate—the loss of that amiable and much-to-be-lamented youth, whose goodness of heart was alone rivalled by his courage. He unfortunately fell in the morning of the 11th instant, when attempting to board the second schooner in Negage, by a musket-ball passing through his head. His last words were, "Carry her if you can: I am no more." He lived as he died, beloved and adored by his shipmates; and no feeling mind passing that of a parent, can more sincerely deplore his loss than the unhappy being that addresses you. How truly and sensibly do I feel for you, Mrs. Whitshed and family, to whom I can offer no consolation beyond that of his falling in a glorious way, in the service of his country. I am, my dear Sir, with kind remembrance to Mrs. Whitshed and family, your obliged and faithful Friend E. BRACE,

James Bentinck Hawkins Whitshed was the eldest son of Admiral H. Whitshed, and was under the orders of that gallant officer, Lieutenant Sweedland, on a similar enterprise a few months past, and whose youthful mind gave high promise, under the care, direction and example of his distinguished captain, of becoming an ornament to his profession and of possessing those virtues* eminently conspicuous in the Officer whose fate he shared, whilst his disconsolate parents feel a melancholy consolation in the bravery he displayed, and the glory which he shared. They deeply mourn his loss; and in humble resignation bend to the will of Divine Providence, that snatched him from an adoring family.

* See p. 88.

Be right and persist

Sir George Young Knt.
Admiral of the White Squadron.

Published 31st March 1814 by Sayer & Bird Naval Chronicle Nº 100 Ave Lane Fleet Street London.

BIOGRAPHICAL MEMOIR

OF

SIR GEORGE YOUNG, Knt.

ADMIRAL OF THE WHITE.

"His fair renown shall never fade away,
Nor shall the mention of his name decay."——Tyrtæus.

GEORGE YOUNG, Esq. the grandfather of this officer, resided at Halwell, in Blackmore Forest, Dorsetshire, and had issue seven sons; of whom the eldest, the Rev. George Young, was a clergyman at Bere Regis; and, by Eleanor his wife, daughter of Joseph Knowles, of Froster's Dountain, near Eastington, in Gloucestershire, had issue several sons, and a daughter, Elizabeth, who became the wife of Charles Broughton, Esq. The sons of the Rev. Mr. Young were—1st, George, the subject of this memoir; of whom hereafter; 2d, Robert, lieutenant in the navy, and captain in the Hon. East India Company's ship Vansittart, who died in 1782, leaving a daughter; 3d, Thomas, late storekeeper at Feversham, in Kent, who died without issue in 1810; and, 4th, James, late an officer in the marines.

George Young, the eldest son, was born at Painswick, in Gloucestershire, June 17, 1732; and went to sea in 1746, in the Namur, with Admiral Boscawen;* to whose notice, we understand, he was recommended by the late Admiral the Hon. John Forbes.† How he came to remove, we know not; but he afterwards sailed under Sir Charles Saunders,‡ and was honoured by his public thanks, for the coolness, intrepidity, and ability, which he evinced in several engagements.

By a certificate from Captain Roberts, commander of the Prince of Wales East Indiaman, dated December 20, 1757, we find that he had served with great credit as midshipman in that ship; but we have no knowledge of the length of time that he acted in that capacity.

In the year 1758 he came again under the command of Admiral

* See N.C. Vol. VII. † See N.C. Vol. XXV. ‡ See N.C. Vol. VIII.

Boscawen, and had an opportunity of distinguishing himself at the famous siege of Louisbourg, in the York, Captain (afterwards Admiral) Hugh Pigot. On the 25th of July, about noon, Admiral Boscawen, observing that all the ships in the harbour had been destroyed, except two, *viz.* the Prudent and the Bienfaisant, ordered two boats (a barge and pinnace, or cutter) from every ship of the fleet (except the Northumberland, an invalid). These, manned only with their proper crews, and armed with muskets and bayonets, cutlasses, pistols, and pole-axes, each boat under the direction of a lieutenant and mate, or midshipman, rendezvoused at the admiral's ship: from thence they were detached, by two's and three's at a time, to join those of Sir Charles Hardy's squadron, off the mouth of the harbour. There they were in the evening, ranged in two divisions, under the command of the two senior masters and commanders in the fleet, the Captains Laforey and Balfour.

In this order they put off from Sir Charles's squadron about twelve o'clock, and by the advantage of the foggy darkness of the night, and the inviolable silence of their people, paddled into the harbour of Louisbourg, unperceived either by the island battery they were obliged to come very near to, or by the two men of war that rode at anchor at no great distance from them. There was no probability of their being perceived from any part of the garrison, not only on account of their greater distance, but also of the preconcerted brisk diversion made upon them from all our batteries about that time. Besides, the besieged themselves left nobody an opportunity to hear any noise: for, from having in the day-time observed the numerous scaling ladders that were brought into our trenches, they were under some apprehensions of an escalade intended as this night, and kept a constant fire with their musketry from the ramparts during the whole time; with the design, if possible, to deter the besiegers from that attempt, by shewing them how well they were upon their guard in all the places where it could probably be made.

During this seeming security and prudent precaution on both sides, the bold stratagem of the boats, for surprising the two remaining ships in the enemy's harbour, every moment ripened for the execution. After pushing in as far almost as the grand battery, lest the ships should be too soon alarmed by their oars, they

took a sweep from thence towards the part of the harbour where the gentlemen knew the ships were, who had before very well reconnoitred it—and presently discovered them. Each division of the boats was no sooner within sight and hail of the noble object of their attempt, Captain Laforey's, of Le Prudent, and Captain Balfour's, of Le Bienfaisant, than, while the sentinels on board, having hailed them in vain, began to fire on them, each of the commanders ordered his boats to give way alongside their respective ships, and to board them immediately with all the expedition and good order they could observe.

The boats crews, no longer able to contain themselves in silence, after their manner, gave loud cheers as they were pulling up alongside, and with the most intrepid activity, followed their brave leaders, and boarded the ships in an instant, with great spirit, on each bow, quarter, and gangway—and after very little resistance from the terrified crews, soon found themselves in possession of two fine ships of the enemy, one of 74, and one of 64 guns, with the loss of very few of the seamen, and but one mate.

The besieged were now sufficiently alarmed on all sides, by the noise of the seamen at boarding; the cheers leaving them no room to doubt that it was from English seamen, and the direction of the confused sound of voices and firing afterwards, soon leading them to suspect the real fact, an attempt upon their ships. The heroic, successful adventurers were employed in securing their prisoners in the ships' holds, and concerting the most effectual methods for securing their prizes out of the reach of the enraged enemy; when both the ships and boats received a most furious fire of cannon, mortars, and muskets, from all parts from which it could be directed to them, from the island battery at no great distance, from the battery on Point Maurepas a little farther off, and from all the guns of the garrison that could be brought to bear on that part of the harbour.

After endeavouring in vain to tow off Le Prudent, they found she was a-ground, with several feet water in her hold. There now remained nothing in their power to do, to prevent her being recovered by the enemy, but to set her on fire—which they did with all possible expedition, leaving alongside her a large schooner, and her own boats, for her people to escape in to the shore.

which was at no great distance from her. On board of this ship they found a deserter from our camp, who was killed in the little bustle at our people's taking possession of her, and by that means rescued from the ignominious execution of military justice.

The boats from Le Prudent now joined the others about Le Bienfaisant, and helped to tow her off triumphantly in the midst of a formidable fire from the mortified enemy; which they did with great speed, by the assistance of a little breeze, and what ragged sails, yards, and rigging, she had left of any service, after the constant fire she had so long received from our batteries. When they had thus got her out of the distance and direction of the enemy's guns, they secured her till the next day by a hawser in the N.E. harbour, and enjoyed on board her the first joyful moment's leisure of securely congratulating each other on their success and safety in this hazardous enterprize.

The taking of these two ships by our fleet's boats on this memorable occasion, gave conviction to the whole world, that, however arduous, however apparently impracticable, any proposed naval attempt may be, English seamen are not to be deterred from it by any prospect of difficulty or danger, but will exert themselves as far as men can do, and at least deserve success, when led on to it by such as are worthy to command them. The bold and successful execution of this enterprize, with the preparations made for a general assault, so terrified the garrison, that next day they surrendered.

Mr. Young afterwards served with Captain Pigot in the Orford and Royal William; was at the sieges of Quebec, in 1759,* and the Havannah † in 1762; and in this last affair particularly distinguished himself at the storming of the Moro Castle.

He had, previously to this, that is, in 1761, been made lieutenant. In 1767 he was promoted to the rank of commander, and appointed to the Ferret sloop of war, in which he was sent to the coast of Guinea. He afterwards made two other voyages to Guinea, in the Weazle sloop; and, having returned for the third

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* His services on this occasion, both by sea and land, obtained encomiums from General Wolfe, which were officially communicated to his Majesty's ministers.

† See N.C. Vol. XVIII.

time, had the coasting station assigned him, from Portsmouth to Milford Haven.

In 1775, the unfortunate war with the American colonies broke out; toward the commencement of which Captain Young had the Alderney sloop on the Yarmouth station. In 1776, he went to the East Indies in the Cormorant sloop with Sir Edward Vernon,* who was in the Rippon; into which last ship he was made post and flag captain, November 7, 1777, and served with great eclat.† On the 16th of March, 1779, he arrived at the Admiralty with the despatches from Sir Edward respecting the capture of Pondicherry. "I have (said the commodore) appointed Captain Marlow, of the Coventry, to be captain of the Rippon, in the room of Captain Young, whom I have thought a proper person to take charge of my despatches for their Lordships, and his Majesty's Secretary of State. I beg leave to recommend Captain Young to their Lordships' notice, and to refer them to him for any further particulars they wish to be informed of, respecting the operations of this last campaign in India."

The captain was soon after appointed to the William and Mary yacht, and had the distinguished honour of taking the Prince of Wales to the Nore, when his Majesty reviewed Admiral Sir Hyde Parker's‡ fleet; on which occasion he received the honour of knighthood, August 24, 1781.

Captain Young had afterwards the Catherine yacht; and for a short time, during the Russian armament, commanded the Zealous, of 74 guns; but on the differences being settled with that Court, he returned to the yacht, which he held till his promotion to a flag, July 4, 1794. His subsequent promotions were, Vice-admiral Feb. 14, 1799; Admiral of the Blue April 23, 1804; Admiral of the White April 28, 1808.

Sir George was twice married. By his first wife, Elizabeth, daughter of Samuel Bradshaw, of Marlow, in the county of Buckingham, Esquire (which lady died Feb. 19, 1779), he had issue two sons and two daughters. The sons were, 1st, Sir Samuel Young, now of Formosa Place, Berks, F.R.S. and F.A.S. who was advanced to the dignity of a Baronet by letters patent, bearing

* See N.C. Vol. IX.

† In N.C. Vol. XVI. p. 91, *note*, for *Waldegrave*, read *Young*.

‡ See N.C. Vol. XX.

date November 3, 1813. [He married, in 1796, Emily, daughter of Charles Baring, of Exmouth, in Devonshire, Esquire, and has issue five sons; *viz.* George, a midshipman in the royal navy; Charles-Baring, Henry, Horatio-Beauman, and William-Jackson; and two daughters, Emily and Lucy.] The second son of the Admiral was George-Forbes-Freeman, a lieutenant in the navy, who circumnavigated the globe in the Providence as second lieutenant, and died unmarried in 1799. The daughters of Sir George were, Lucia-Maria, who died unmarried in 1786; and Maria, who is now living.

By his second wife, Anne, daughter of William Battie, of London, M.D. Sir George had no issue. This lady is still living.

Sir George had once, in the exercise of his profession, received a severe wound in the neck; but we do not know in what action it happened.

For his behaviour at the siege of Louisbourg Sir George had received a medal of merit; bearing on one side a representation of the cutting out of the Prudent and Bienfaisant, superscribed *Louisbourg taken*, 1758; and on the other, an allegorical design, in which France lies prostrate on the earth, depressed by a globe inscribed Canada, &c. supported by a British sailor and soldier, surmounted by a figure of Victory, with appropriate emblems, and the motto over the supporters, *Pariter in Bello.*

Sir George died, at his seat, Formosa Place, Berks, June 28, 1810, aged 78, and was buried in the family vault at Cookham. He was one of the best of men, of patriots, and of officers, as the late Captain Edward Thompson * often said. So said also our immortal Nelson, † after whom one of Sir George's grandsons has been christened Horatio. He was likewise held in high esteem by Admirals Sir John Colpoys ‡ and Bourmaster, who were once lieutenants in the same ship with him; we think, the Phœnix, of 44.

For many of the latter years of his life, Sir George was either confined by gout, or bed-ridden; and, consequently, his King and Country had been deprived of his services. He was a Fellow of the Royal and Antiquarian Societies; and a zealous promoter of many public charities. It was he who first proposed the plan of the establishment at Botany Bay; and also of the settlement of

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* See N.C. Vol. VII. † See N.C. Vol. III. ‡ See N.C. Vol. XI.

Sierra Leone, of which Company he was for some time a Director; but withdrawing in consequence of his not approving of the system adopted, he did not engage in public business afterwards.

His only surviving son, Sir Samuel Young, Bart. inherits all his estates and funded property. His widowed lady has his town-house (built by her father, the late Dr. Battie) in Great Russel-street, Bloomsbury, in addition to her dowry; and his daughter Maria possesses an ample fortune. Among other legacies to relatives and friends, Sir George willed a handsome one to Admiral Sir Thomas Boulden Thompson.*

Arms.—Per fess sable and argent, in chief two lions passant guardant of the last, in base an anchor erect proper.

Crest.—On a wreath a demi-unicorn ermine, armed and maned or, gorged with a naval crown azure, and holding between the paws an anchor erect proper.

Motto.—Be right, and persist.

NAUTICAL ANECDOTES, &c.

EUROTAS AND CLORINDE FRIGATES.

THE Clorinde is one of the finest ships of her class in the French navy. She was engaged in the action off Madagascar, wherein La Nereide and Renommée (Madagascar and late Java) were taken, but made her escape. Her commander, Captain St. Cricq, was brought before a Naval Court of Inquiry for deserting his companions, and sentenced to have his epaulets wrested from his shoulders in the presence of the Court, and dismissed the French service. This sentence at the time was considered as extremely harsh, as a further perseverance on the part of Captain St. Cricq would have been of no avail, and only brought about the loss of his ship. He was considered as the victim of Buonaparte's irritability. We are happy to learn that Captain Phillimore is doing well.

When the Dryad frigate, Captain Galway, coming from Newfoundland, appeared in sight of the Clorinde, the Frenchman hoisted his colours, lowered down a boat, and, putting a flag of truce in it, he sent an officer to the Dryad. The French officer acquainted Captain Galway that his ship had had a very severe action with an English frigate, but that his captain had resources, and he was determined not to surrender his ship, unless Captain G. would *offer him terms!* Captain Galway saw the Eurotas coming down under jury-masts, and said to the French officer, that he supposed the frigate to the windward was the one he had engaged: he said he

* See N. C. Vol. XIV.

did not know—it might be so—Captain Galway told him he had no other terms to propose to him, than to proceed immediately to his ship and strike the colours; if he did not, he should soon be alongside of him, and then his captain might use his resources. None other reply, we are persuaded, would Captain G. have given the Frenchman, under circumstances the most favourable to him. As the Dryad approached the Clorinde, she fired a few shot at her, and the Frenchman hauled down his colours, and went on board the Dryad to surrender his sword to Captain G. but he refused to receive it, saying, he had not struck to the Dryad, but was the prize of the frigate coming down to him, meaning the Eurotas. The crafty Frenchman denied the fact, and returned to his ship.—The Dryad took the Clorinde in tow, and being under orders to proceed to Spithead, she brought her to Portsmouth; the Eurotas arrived at Plymouth. We regret to hear that Captain Phillimore's wound is a very dangerous one—a grape shot in the shoulder, from which, it is apprehended, he will lose his arm: the ball has not been extracted. He set a noble example of heroism and fortitude; although he was wounded early in the action, he refused to quit the deck, or receive any assistance from Mr. Jones, the surgeon—desiring him to attend to the wounded men.—Three times before the action ceased, Captain P. fainted upon the deck, which he did not leave whilst a shot was fired. He landed at Plymouth. The Achates brig, Captain Morrison, was also in sight when the Clorinde struck. The Clorinde was returning to Brest from a four months cruise, during which she captured the Townshend packet, from the Brazils, and eleven other prizes. The Townshend had 30,000*l.* on board, which, we understand, sunk in her. The Clorinde burnt all her prizes. The Sirius French frigate, which sailed from Brest with her, is still cruising. The Clorinde is a frigate of the largest class, carrying 18-pounders (French) on the main-deck, and 400 men: the Eurotas 24-pounders, on Congreve's principles, and 330 men.

On Thursday morning Lord Keith sent his barge alongside the Eurotas, when her gallant captain, after requesting his crew not to cheer him, was lowered in his cot, and carefully removed to the Royal Hospital, accompanied by the most heartfelt wishes of his men and officers, who saw him quit the ship with the strongest grief.—The following letter has been addressed to Captain Phillimore by Lord Keith, which we are enabled to communicate through a private medium:—

Sir—I have had the honour to receive your letter of yesterday's date, giving an account of the capture of La Clorinde French frigate, after a most severe conflict, on the evening of the 25th ult. between her and the ship you command; I have not failed to represent to the Lords Commissioners of the Admiralty, that the action reflects the highest honour upon your own bravery and professional skill, and upon that of your officers and ship's company.

You will be pleased to acquaint them, that I most highly approve of the zeal and good conduct which they have shewn on the occasion; and while I regret exceedingly that you have been so severely wounded, I entertain a flattering hope that his Majesty's service, and the country at large, will not long be deprived of your valuable services. KEITH.

WHALE FISHERY.

No fewer than fifty-eight vessels have been fitted out at the port of Hull alone, for the Greenland and Davis' Straits whale fishery, this season. In consequence of the great importance of this branch of trade, and the extensive property and great number of valuable seamen employed therein, Government have determined to send for their protection a very strong fleet to each fishery, to remain there during the whole of the season.—For Hull whale-fishing enterprise; see N.C. vol. ii, 121; xxiv, 235.

THE STATE OF THE PRIVATE SHIP BUILDERS' YARDS IN THE RIVER THAMES, ON THE 26TH OF FEBRUARY, 1814.

	Where situate.	Slips for building Ships.	Docks for repairing Ships		Ships now building.	Ships now repairing.
			Double taking two.	Single.		
Pitcher and Sons	Northfleet	4	1	1	—	—
Wallis	Blackwall	1	—	—	1	—
Wigrams and Green	Ditto	7	2	2	—	—
Pitcher and Sons	Ditto	1	2	—	—	2
Barnard and Robarts	Deptford	4	2	1	—	1
Dudman and Co.	Ditto	5	2	—	—	—
S. and D. Brent	Rotherhithe	7	2	1	—	1
Blackett	Mill Wall	—	1	—	—	1
Hill and Sons	Limehouse	2	2	—	—	1
Curling and Co.	Ditto	3	2	1	—	3
Tebbutt and Co.	Ditto	1	1	—	—	1
Dowson and Co.	Ditto	—	1	—	—	1
Young and Co.	Rotherhithe	2	2	—	—	—
Thompson	Ditto	1	1	—	—	—
Mestaer	Ditto	2	1	1	—	—
Longbottom	Ratcliff Cross	—	1	—	—	—
Fletcher and Son	Shadwell	—	1	—	—	2
Luke and Co.	Wapping	—	1	1	—	2
Beatson and Co.	Rotherhithe	1	1	—	—	—
Brent	Ditto	—	—	1	—	1
Rattenbury	Ditto	—	—	1	—	1
Westlake	Ditto	—	—	1	—	1
	Total	41	51	11	1	18

ABSTRACT.

Slips for building ships, 41 ..... And only one ship now building.
Repairing docks capable of receiving ..... 62 ships. And only 18 ships now under slight repairs.

In consequence of the great fall off in the building of ships in the port of London, and the few repairs going on, thousands of industrious individuals, connected with these establishments, are now pining in misery and distress, from the want of employment!! We understand that only one *merchant* ship has been built in the River within the last eighteen months.

THE THIEF SUMMARILY PUNISHED.

A few days ago an Inquest was held in London, on the body of a man who had been killed in an extraordinary way, by a youth belonging to a vessel of the port of Boston, called the Joseph and Ann, then lying in the Thames. It seems that, in consequence of the shipping in the River being completely fast in the ice, a number of robberies had been committed on vessels, by thieves from the shore, who got on board them during the night. Early on Wednesday morning, the 12th instant, one of these pirates visited the Joseph and Ann, and was in the act of rummaging a box of clothes belonging to a boy named William Catley, when the boy awoke, and, calling out from his hammock, the robber immediately seized him by the throat, and threatened to murder him if he made the least noise.

Close beside Catley lay another youth of the crew, named *Irish Jemmy*, who, being sufficiently awakened by what had passed, thrust at the robber with a cutlass (with which, from a precaution of Mr. Bergh, the master of the vessel, he had been armed only on the night before, and which he had ready beside him in his hammock). The blow, although aimed in the dark, was given with such good will as to be fatal; for the weapon passed through the heart of the robber, and went out on the other side of his body. Captain Bergh being immediately alarmed, the watch was called in from the shore; and no other invader than the then dead man being found, *Irish Jemmy* surrendered himself to the civil officers until a Coroner's Inquest should be held on the body: which taking place on the following Friday, a verdict of *Justifiable Homicide* was returned, after a full investigation of the circumstances; and the young man was therefore suffered to return to his duty on board his vessel.

FLIGHT OF LARKS.

On the 10th February, the Hilsborough packet, on the passage between Portpatrick and Donaghadee, was literally covered in the rigging and deck by a most numerous flock of larks; they had taken their departure from some place at or near Portpatrick, and, in order to have a rest by the way, swarmed about the packet; some clinging to the shrouds, some to the gaff and top-masts, and others upon deck. Vast quantities let themselves down upon the water alongside; all those which alighted with extended wings, went head foremost under the water, and such as had their wings close to their sides, were able to take wing again and proceed. So soon as they got near shore, they made a rapid flight for the land. Many thousands alighted not 200 yards from the pier of Donaghadee.

NAVAL TACTICS.

When the island of St. Clara was stormed by our seamen, one of the latter (the coxswain of the Revolutionnaire's cutter), armed with a cutlass and two pistols, attacked a French soldier; who, however, got the first fire, and slightly wounded his opponent. The seaman, whose name is Barton, then attacked the soldier, and having killed him, proceeded to strip him, and *rigged* himself in the Frenchman's *gear*. All this was the work of a

few minutes only, and Jack proceeding in search of fresh adventures, met two French soldiers, who, deceived by his appearance, suffered him to come near, and were soon disarmed by him. The conqueror then drove his prizes to the beach; and, dressed in his "*glorious apparel*," got on board with them.

THE BRITISH FISHERIES.

If we except the agricultural improvement of a country, there is no other source of national wealth and strength more productive and permanent, than that of the fisheries; and more particularly, when the circumstances and situation of its coasts are favourable for the prosecution of them on a grand scale. The greater the extent of coast compared with the area of the land which it embraces, the nearer will the benefits derivable from the fisheries approach to those which are drawn from the soil. Our sea-girt islands are most happily situated in both respects. In addition to a highly productive soil, the seas which surround us afford an inexhaustible mine of wealth—a harvest, ripe for gathering at every time of the year—without the labour of tillage, without the expence of seed or manure, without the payment of rent or taxes. Every acre of those seas is far more productive of wholesome, palatable, and nutricious food, than the same quantity of the richest land; they are fields which, perpetually "white to harvest," require only the labourer's willing hand to reap that never-failing crop which the bounty of Providence has kindly bestowed.

These islands are, indeed, favoured in a peculiar manner for carrying on the fisheries to the greatest possible extent. Not only the seas belonging to them, but all their numerous inlets, creeks, bays, and havens; the lochs, the lakes, and the rivers, all swarm with esculent fish. They are blessed moreover, with an abundant population to enjoy this plentiful harvest—they have capital to supply all the necessary means for collecting, preparing, and distributing this valuable article of human sustenance—they have the uncontrolled command of the sea, which not only secures their fishermen from the molestation of an enemy, but prevents the interference of a rival in the field. An increased and increasing population ensures a consumption at home; and mines of salt, as inexhaustible as the supply of fish, enable us to export with advantage the surplus produce to such foreign nations as afford, in return, those necessaries and luxuries of life that are not raised by ourselves.

But other considerations combine at this moment to excite us to a vigorous prosecution of the fisheries. Food of every description has risen to an extravagant and unprecedented price; butcher's meat, once in ordinary use, is now nearly beyond the reach of the great mass of the people; the labouring poor can scarcely hope to taste it; and as to *fish*, whether in the metropolis or the great inland towns of England, *that* may be considered as a prohibited article, even to the middling ranks in life. If then the seas which surround Great Britain and Ireland are, and nobody will deny that they are, capable of affording an inexhaustible supply of fish—if fishermen are able, with all imaginable ease, to take it in unlimited quantities—and if, notwithstanding, the supply is not equal to the demand, either in the

home or the foreign market, there must be some defect or discouragement, or some want of systematic regulations, to withhold so important an article of food from the community at large. Highly, however, as we estimate the public advantages derivable from the fisheries, and they can scarcely be too highly estimated, we are not sanguine enough to join in the confident expectations of Mr. Schultes, that the "establishment of a national fishery (on his own plan, of course) would extinguish the poor's rate, afford universal employment, prevent the necessity of naval impress, increase trade, diminish taxes, supply constant and perpetual food, and augment the wealth of the nation annually twenty millions of pounds." But we willingly yield our assent to the more moderate expectations of the Members who form the Committee of the "Fish Association," that, by the removal of certain obstacles to a more general use of fish in this country, sustenance may be provided for a great additional population, employment afforded for a numerous class of courageous and adventurous individuals, provision made for unfailing nurseries of seamen for our navy; and a considerable increase to the trade of the United Kingdom.

That the mine we have to work upon is in reality inexhaustible, a transient inspection will be sufficient to satisfy the most sceptical inquirer. We now know that travellers do not exaggerate, when they tell us of swarms of locusts obscuring the light of the sun; of flights of white ants filling the whole horizon like a snow shower; of herds of antelopes scouring the plains in thousands; neither are fishermen disbelieved when they speak of shoals of herrings, occupying, in close array, many millions of acres near the surface of the sea; nor when they tell us that, on the coast of Norway, in passing through the narrow inlets, they move in such deep columns, that they are known by the name of *herring mountains*. The cod, hake, ling, mackerel, pilchard, and salmon, though not quite so numerous as the herring, are all of them gregarious, and probably migrating animals. In thus ordaining that the most numerous of the finny tribe should be those which afford the most wholesome food for man, we acknowledge the benevolent intentions of an all-wise and good Providence.

We are yet imperfectly acquainted with the natural history of the Herring. Its winter habitation has generally been supposed within the arctic circle, under the vast fields of ice which float on the northern ocean, where it fattens on the swarms of shrimps and other marine insects which are said to be most abundant in those seas. On the return of the sun from the southern tropic towards the equator, the multitudinous host issues forth in numbers that exceed the power of imagination. Separating about Iceland into two grand divisions, the one proceeds to the westward, filling, in its progress, every bay and creek on the coast of America, from the Straits of Belleisle to Cape Hatteras; the other, proceeding easterly, in a number of distinct columns, of five or six miles in length, and three or four in breadth, till they reach the Shetland islands, which they generally do about the end of April, is there subdivided into a number of smaller columns, some of which taking the eastern coast of Great Britain, fill every creek and inlet in succession, from the Orkneys down to the British Channel; and others, branching off to the westward, surround the coast of the

Hebrides, and penetrate into the numerous firths and lochs on the western shores of Scotland. Another shoal, pursuing the route to Ireland, separates on the north of that island into two divisions, one of which, passing down the Irish Channel, surrounds the Isle of Man; the other pours its vast multitudes into the bays and inlets of the western coast of Ireland. The whole of this grand *army*, which the word *herring* emphatically expresses, disappears on the arrival of the several divisions on the southern coasts of England and Ireland, about the end of October; to which period, from its first appearance in April, it invites the attack of a variety of enemies, besides the fishermen, in every point of its route. In their own element, the herrings furnish food for the whale, the shark, the grampus, the cod, and almost all the larger kind of fishes; and they are followed in the air by flocks of gulls, gannets, and other marine birds, which continually hover about them, and announce their approach to the expectant fisherman.

To keep up this abundant supply, and to provide against all the drains which were intended to be made upon it, nature has bestowed on the herring a corresponding fecundity, the spawn of each female comprehending from thirty to forty thousand eggs. Whether these eggs are deposited in the soft and oozy banks of the deep sea, abounding with marine worms and insects, and affording food for winter's consumption, or whether they lie within the arctic circle, amidst unremitting frost, and six months perpetual darkness, is yet a doubtful point; but the former will probably be considered as the less objectionable conjecture.

The esculent fish, next of importance to the herring, in a national point of view, is the Cod fish, which is also considered among the number of those which migrate from the north, in a southerly direction, to nearly the same degree of latitude as the herring. But there is reason to believe that its constant residence is on the rough and stony banks of the deep sea, and that it is rarely found beyond the arctic circle, and there only sparingly, and in the summer months. On the great bank of Newfoundland, on the coasts of Iceland, Norway, Shetland, and the Orkney Islands, on the Well-bank, the Dogger-bank, the Broad Forties, on the northern, western, and southern coasts of Ireland, the cod is most abundant, and of the best quality: in some or other of these situations, the fisheries may be carried on with certain success, and to great advantage, from November to Midsummer. On the western coasts of Scotland and Ireland, all the different species of the cod genus, usually known under the name of white fish, are plentifully dispersed. Every bank is, in fact, an inexhaustible fishery; for, with fewer enemies than the herring to prey upon it, the cod is at least a hundred times more productive. The fecundity of this fish, indeed, so far exceeds credibility, that had it not been ascertained by actual experiment, and on the best possible authority, it would have been considered as fabulous to assign to the female cod from three to four millions of eggs.

Not only the Hake, sometimes known by the name of "Poor John," but more commonly by that of stock-fish, and the Ling, are to be reckoned among the valuable products of the British fisheries, especially as articles of foreign consumption, but we may also include the Haddock, which is

another species of cod, as equally important for the supply of the home market. Haddocks assemble in vast shoals during the winter months, in every part of the northern ocean, and bend their course generally to the southward, proceeding beyond the limits of the cod and the herring; but it is remarked, that they neither enter the Baltic nor the Mediterranean. The two dark spots a little behind its head are supposed to have gained the haddock, in days of superstition, the credit of being the fish which St. Peter caught with the tribute money in its mouth, in proof of which the impression of the Saint's finger and thumb has been entailed on the whole race of haddocks ever since. Unfortunately, however, for the tradition, the haddock is not a Mediterranean fish, nor can we suppose it to have belonged to the lake of Tiberias. The truth is, the Italians consider a very different fish as that which was sanctified by the Apostle, and which, after him, they honour with the name of *Il Janitore*, a name that we have converted into *Johnny Dory*, with the same happy ingenuity that has twisted the *girasole*, or turnsol, into a *Jerusalem* artichoke.

Several other kinds of white fish, as Turbot, Plaice, Sole, and Whitings, are plentifully dispersed over various parts of the British seas, so as to afford an ample supply for the home market, the whole year round, without the smallest danger of that supply being exhausted or diminished.

The Mackerel fishery in the English Channel continues about four months in the year, commencing in April or May. This too is a fish of passage, but, contrary to the course of the herring, is supposed to visit the British seas in large shoals from the southward. The mackerel is chiefly caught for immediate consumption, but is sometimes pickled for winter use. Its fecundity is very great, each female depositing, at least, half a million of eggs.

The Pilchard, like the herring, of which it is a species, is a fish of passage. It makes its appearance, in vast shoals, on the coasts of Devonshire and Cornwall, and in the neighbourhood of the Scilly Islands, from July to September. About the time that the pilchards are expected on the coast, a number of men called *huers*, post themselves on the heights to look out for their approach, which is indicated by a change in the colour of the water. The boats, in the mean while, with their nets prepared, are held in momentary readiness to push forth in the direction pointed out to them by the *huers*. On the coast of Cornwall alone, fifty or sixty thousand hogsheads of this fish are annually salted for home consumption.

But of all others the Salmon may, perhaps, be considered as the king of fishes; and no part of Europe is more bountifully supplied with it than the coasts of Great Britain and Ireland. At certain seasons of the year, whole shoals of this noble fish approach to the mouths of rivers, which they ascend to considerable distances, surmounting every obstacle, in order to find a safe and convenient spot to deposit their spawn. From January to September they are in high season, but in some part or other of the coast are fit for use every month in the year. The salmon fishery is of great value, whether for home consumption or exportation. Prodigious quantities are consumed fresh in the London market, and in almost all the sea-port towns in England, Ireland, Scotland, and Wales; but a far greater

quantity is salted, dried, or pickled in vinegar. The lochs and friths of Scotland and Ireland are visited by salmon in such copious shoals, that more than a thousand fish have sometimes been taken at a single draught. The two most productive fisheries are that of the Tweed, near Berwick, and of the Bann, near Coleraine; at the latter of which, Mr. Young says, 1,450 salmon have been taken at one drag of a single net. The salmon also frequents the coasts of Norway and Iceland in the summer months in prodigious quantities. Hooker describes the salmon fishery in the river Lax Elbe on the latter island, where women, as well as men, took with their hands, in a few hours, 2,200 salmon.

The banks of the North Sea, the rocky coasts of the Orkneys, and the eastern shores of Britain, afford, in abundance, two articles of luxury for the London market, though but sparingly drawn from those sources: we allude to the Turbot and Lobster. For a supply, however, of the former, we have always had recourse to the Dutch, to whom we paid about 80,000*l.* a year; and for about a million of the latter, taken on the coast of Norway, the Danes drew from us about 15,000*l.* a year; for Eels we gave the Dutch about 5,000*l.* a year. These fisheries are calculated to give employment to not less than 10,000 seamen.

Even the Oyster fishery supplies the market of the metropolis with an article of nutritious food for eight months in the year; and if cultivated with the same care in the neighbourhood of Chichester, Portsmouth, Southampton, Plymouth, the coasts of Wales, and among the Hebrides, as it is at Colchester, Milton, Feversham, &c. there is not a town in Great Britain which might not be as abundantly supplied with oysters as the London market.

NEPTUNE, CUPID, AND HYMEN.

Dundee, February 25.—Two faithful lovers were united in the hymeneal bands on Monday, after a courtship and separation of more than ordinary length. The happy husband had just returned, with honourable scars and spoils, from the sea, where, in his country's service, he had spent the last five-and-twenty years of his life, without having once seen or written to, or received a letter from, his love. The disconsolate lady, now the blithsome bride, in the mean time supported herself with the wages of honest industry. About the middle of last week, she was astonished and delighted at the re-appearance of her long-lost sailor, whose first care, on returning to this his native place, was to discover the mistress of his youthful affections. We need not say with what raptures she listened to the renewal of his suit.—The bans of marriage were proclaimed on Sunday, the nuptials were celebrated on the day following, and the parties are now solacing themselves with a matrimonial pleasure jaunt. Their ages are alike; and, united, amount to 106.

CONGELATION OF THE BRITISH SEA.

On Monday, the 24th January, was witnessed, on the Solway Frith, a singular phenomenon. The Channel, from the English side to Scotland, was a complete body of ice, without any opening, even for a boat to pass,

resembling in appearance a vast plain covered with rugged frozen snow. It extended as far to the westward as below Workington, and presented a most singular aspect.

Upon this subject, a Maryport Correspondent also writes us as follows:—"The Solway Frith and Channel towards the Isle of Man, for the whole of last week, presented a phenomenon never before witnessed by the oldest inhabitant.—While the tide was making, all to the northward of Workington seemed like a large plain covered with hillocks of snow, and on the ebbing of the tide, this scene was exhibited till the eye met the horizon. On Monday last, the revenue boat, stationed at Whitehaven, made an attempt to visit Maryport, to which place it got within about a mile, when it was enveloped among innumerable lumps of ice, some of which were from seven to 10 feet in thickness. The boat was obliged to return to Whitehaven. The oldest seamen say they never saw such a field of ice (as they term it) but in high northern latitudes, or on the banks of Newfoundland."

GALLANT ACTION.

Account of a gallant action between the merchant ship Hibernia, of London, Captain John Lennon, with *six guns and* 22 *men and boys*, and the Comet American privateer, of 14 *guns and* 125 *men*:—

"*St. Thomas's, January 27th*, 1814.

"Captain Crabtree, of the brig Wasp, arrived here the 10th inst. from London. He states, that he fell in with a privateer to the westward of Saba, on the 9th instant; which, supposing the Wasp to be a man of war, made sail from her upon being chased. This privateer has for some time past been cruising to intercept the outward-bound ships for this island and St. Croix, and would no doubt have done much mischief, but for the very gallant conduct of Captain Lennon, and his ship's company.

"The Hibernia fell in with her on the 11th, having only *twenty-two men and boys* on board, and six guns. The privateer (we learn from Porto Rico, where she is now refitting) is the Comet, of Baltimore, Captain Boyle, mounting fourteen 12-pounders, and carrying 125 men. Against this very superior force, Captain Lennon and his little crew bravely defended the Hibernia, for *nine hours*, the greatest part of which time the two vessels were on board of each other. The situation of the Hibernia, when she came into port, shewed the effects of the tremendous fire which the enemy must have kept up; not a sail which was bent escaped the enemy's shot, and her spars and rigging are much destroyed. Out of the small complement of 22, one man was killed, and 11 wounded; the latter, I am happy to say, are all doing well.

"Too much praise cannot be given to Captain Lennon for his conduct during this arduous undertaking; at the latter part of the action, he had only two or three men left, besides himself, at the guns: he has fortunately escaped, but has received several contusions, and had two musket-balls through his hat. The captain of the Comet acknowledges having three men killed and 11 wounded, but it is generally supposed he must have lost more."

FORCING OF THE WEST SCHELDT.

Shortly after the Forth and Nymphen frigates had penetrated into the West Scheldt, and passed the batteries of Flushing and Cadsand without loss, certain movements of the enemy, both at Antwerp and Flushing, rendered it necessary to send a reinforcement into that branch of the river, to support our frigates, in the event of an unequal contest.—About the 11th of February, the Antelope, of 50 guns, the Sweabourg Russian frigate, and Resolution cutter to lead, were despatched from the Roompot, to lie at the entrance of the Wieland channel, and be ready to make a dash into the West Scheldt, as soon as circumstances proved favourable. It so happened, however, that a series of easterly winds set in, and completely precluded any attempt till the 1st of March. About mid-day (March 1) the wind veered from S to S.S.W. and cleared; and the ships prepared to weigh anchor. The enemy seemed aware of our intention, and tried the range of their shot between Flushing and Cadsand. On the latter island a strong battery (Buonaparte) has been erected since our last expedition, mounting the heaviest ordnance; in fact, it is now ascertained that nearly 200 pieces of cannon, including mortars, can play upon the passage into the West Scheldt, which is precisely three miles from shore to shore. At 40 minutes past three the ships weighed, and in 18 minutes the Wulpia battery opened a heavy fire upon us. At 4. 10. we were abreast of the point of Breskins, when forts Buonaparte and Imperial opened on one side, and at the same instant the batteries of Flushing on the other. The Antelope and Sweabourg now commenced a well-directed cannonade on the Cadsand batteries, along which they ran pretty close, in consequence of the wind being so scant, that they were obliged to haul their bowlines on the starboard tack. This running fight continued about half an hour, without any material injury to our ships. The Antelope, however, received many shot; and one, from the Imperial battery on Cadsand, which penetrated through the hammocks on the starboard side of the poop, and went out through the bulwark on the other side, was very destructive; it carried off both legs of a Dutch pilot, who was standing on the poop, and waiting to take charge of the ship, as soon as she should get past the Hoog-plat; two other men (a sailor and a marine) each lost a leg by the same ball, which also wounded several others, but not severely. The frigate lost no men, nor had any wounded; and the Resolution cutter had only her gaff top-sail shot away by a shell from off Flushing, which occasioned her to fall astern of the ships, instead of leading a-head, and directing their course by her soundings.

A little before five o'clock, it being thick and hazy, the Antelope unfortunately grounded on the hook of the Hoog-plat, and nearly at the same time the frigate also took the ground astern of the Antelope. In ten minutes the wind shifted, all at once, round to W.N.W. and blew fresh, with a strong flood-tide right upon the shoal. The stream anchor was got out, but the wind and tide counteracted all attempts to heave off the ship. At high tide the ship was shored up, and yards and top-masts struck. Next

day, March 2, the Cretan and Banterer came to our assistance; and at high water all sail was made in order to force her over the shoal, but without success. The Sweabourg, however, got off, and anchored in deep water. All this day, while the crew were using every exertion to lighten the ship, the shells from a battery to the westward of Rammekins were falling in every direction round the ship, the officers and men exhibiting the most undaunted courage and firmness in this trying scene, and never for an instant interrupting their labours. Meanwhile the Nymphen frigate, Captain Hancock, anchored close ahead of the Antelope, and within range of shot from Walcheren: and the end of her bower cable was got on board the Antelope, for the purpose of heaving her off, if possible, next high water. The enemy now redoubled his fire, and shot and shells were incessantly poured at the Nymphen and Antelope; but, strange to say, without producing any material effect. One shell burst in the centre of a clustre of boats, without injuring a single person! The undaunted boats' crews only returned three huzza's, and coolly went on with their work.

All efforts were this day also ineffectual, and even in the night the enemy kept up their fire from the mortar batteries. On the 3d of March, at ten in the forenoon, the ship was fortunately hove off, amid showers of shot and shells, without much injury, and to the utter mortification of the enemy, who considered her as lost. Too much praise cannot be bestowed on Captain Butcher, his officers and men, for their steady courage and unwearied exertions; while Commodore Owen and Mr. Douglas (master of the fleet, who went in the Antelope) most ably and judiciously united their efforts in the common cause. Captain Hancock displayed his usual zeal and ability in placing the Nymphen in an admirable though dangerous situation, for heaving the Antelope off the shoal. Admiral Scott, from South Beveland, arrived on board at the instant of her starting from her position. Thus this boasted and narrow channel, bristled on each side with cannon of the widest calibre, was forced in the open day; and when misfortune threw our ships into a situation (the most galling of all others) where they could not return their adversary's fire, it only proved the touchstone of Anglo-Russian bravery, and taught our enemies what they may expect when, in future wars, new Nelsons shall rise to perpetuate the invincibility of the British navy.

NAVAL PREACHING.

A CLERGYMAN, preaching in the neighbourhood of Wapping, observing that most of his audience were in the seafaring way, very naturally embellished his discourse with several nautical tropes and figures. Amongst other things, he advised them to be ever on *the watch, so that upon whatever tack the devil should bear down upon them, he might be crippled in action.* "Aye, Master," cried a jolly son of Neptune, "but let me tell you, that will depend upon your having *the weather-gage of them.*"

CORRESPONDENCE.

MR. EDITOR, 13*th November*, 1813.

HIGHLY important as is the consideration of every thing relating to the good of the naval service, it must be allowed, even by the men of office themselves, that much remains *at this moment* to be done for the improvement of every part of this widely extended system. To call the attention of those at the Admiralty Board to this highly necessary duty (of which they are beginning now to be aware), has been the aim and intention of several of your able and zealous Correspondents, whose anxious wishes for the good of that highly honourable service to which they belong, or of which they are admirers, cannot, I maintain, be doubted. They have done more than barely state the *necessity* of reform; they have, in many instances, pointed out the *means* and way of making it; nor will it be denied that their suggestions and animadversions (severe as they may occasionally prove) have been of use. Together with some of these valuable Correspondents, I have endeavoured to point out the propriety and necessity of some change in the constitution of the Board of Admiralty, which certainly ought to be composed entirely of naval members, with perhaps the exception of the First Lord; this is but a reasonable demand and expectation of our naval officers, and I am inclined to think will *not much longer* be withheld; so completely is the public voice and opinion in favour of this great and necessary change, that I take leave of the subject, hoping, when the *present land Lords* have had *their day*, to see their places filled by men who have first directed the operations of British fleets on the ocean, and whose experience and scientific knowledge give them a greatly superior claim to seats at the naval helm. At the present moment, I am glad to observe, there appears a decided intention of the Admiralty Board to follow up the suggestions and hints thrown out to them for improvement. I noticed the other day a paragraph in the newspapers, stating the appointment of two excellent officers (captains) to superintend the outfit and equipment of our men of war; and it was added, they were to *reside* at Plymouth; now I could not for a moment doubt, that the appointment of these worthy officers was, *in some degree*, owing to the able communications of your Correspondents, Impartial, Iron Gun, &c. &c. and am inclined to think it very proper; although I cannot exactly understand, how officers residing at Plymouth can superintend the outfit of ships at Portsmouth, and in the river; but, no doubt, they will move from place to place, or perhaps other officers be appointed at the other great naval ports; at any rate, I consider that it will be highly useful, and will give employment to some deserving officers; although at the same time I consider that it is part of the port admiral's duty to superintend the outfit of ships newly commissioned. Whilst speaking of the outfit of our men of war, it will not be improper to mention the very inferior class of line-of-battle ships built in our merchant yards; I mean in point of *durability*. The Blake, one of these, only five years old, is already so unfit for service, as to be or-

dered to be fitted for a *receiving ship*; the Rodney, another of them, only three years old, has been scarcely twelve months at sea, met with no accident, and yet is now undergoing great repairs before she can be commissioned; the Dublin, only two years old, has also undergone repairs, without suffering damage; and the Anson, launched twelve months ago, is believed, although a *new ship*, to be unworthy of being commissioned, until some time hence she can be *decently ordered* to be *repaired for commission*.

I am far from meaning to say, that we can uphold our present naval establishment, without the assistance of private builders; but surely, if the foregoing instances are correct, or nearly so, there must be some great neglect or fault on the part of the Commissioners of the Navy, which ought to be looked into and remedied: that the ships in question were built too rapidly will most probably be urged as the excuse; but surely it is no adequate one: for six or seven years past, we have had no occasion for this *destructive rapidity* in building, although, at the beginning of the war, I am sensible it was most important for ships to be built as fast as possible. Within the present year, we have seen unexampled despatch in building *twenty* new frigates, from 36 to 50 guns; they were undoubtedly wanted as fast as possible, and, being of fir, can only last for a certain number of years; in this case we *know* the sacrifice we make, which is necessary, and far less than in the case of line-of-battle ships.

Before concluding, I beg to mention the high sense I entertain of the advantages to be derived, in *obtaining* and *making* able seamen, from the judicious hints and suggestions of your *new* Correspondent *Barney*, whom I hope to see again appearing in your useful pages. Much is to be done for our gallant tars, whom we *must* learn to *nurse and reward adequately*; and his plan would form no contemptible beginning to the grand system of amelioration. If the extracts you have given from Lieutenant Hodgskins's book describe what *may exist*, what *undoubtedly* has *existed*, and I fear *now actually does* in *some ships*, who will say that our naval code of discipline does not want, does not imperiously call for, revision? Let discipline *subsist*, but let tyranny and oppression exist no longer. I maintain, it is disgraceful that it should.—"*Fiat justitia, et ruat cælum.*"

NESTOR.

MR. EDITOR, *Glasgow, 1st March, 1814.*

THE feelings of Britons are again touched by the unfortunate action on Lake Erie; and the letter of the brave but unsuccessful Captain Barclay again rouses us by the achievements of our American foes.

In contemplating the statement of this engagement, it is pleasing to observe, that neither individual bravery nor general exertion were on our part wanting; but an unlucky combination of circumstances, the number of the enemy's men, and the weight of his metal, effected what superior courage could not avert, nor much nautical skill avoid.

What I mean principally to observe at present, however, is, Captain Barclay's observation, by which he attributes the capture of his squadron in a great measure to the enemy's having the weather-gage. The importance

of this position has been often dwelt upon; and the many benefits which belong to it are so obvious, that I shall not at present repeat them: however, to set on foot an inquiry, how, in certain cases, it may be obtained, will, I trust, be deemed of sufficient importance to merit a place in the NAVAL CHRONICLE.

Your readers are, probably, acquainted with the invention attributed to Admiral Schank; namely, that of *sliding keels*; the complete success of which has been proved by the manner in which the Lady Nelson, a brig of sixty tons, performed a voyage to New South Wales, entered and made several discoveries in Bass' Straits, and returned again to Europe; and also by the Experiment made by the Trial cutter, of less dimensions than the former, which, although of a very flat construction, beat upon a wind several of H. M. Ships, the King's-Fisher brig, and the Nimble, Sprightly, and Ranger cutters.

Although this invention may be attended with inconvenience in very large ships, yet I doubt not, in any of those which Captain Barclay commanded, it would have been found of the greatest consequence; for it not only enables a flat vessel to go to windward with equal facility as a sharp one, but also can at any time be made to supply the place of a rudder; the raising or depressing the keels in a particular manner having the same power upon the ship as a helm. This again would have been of much service in the Lake Erie engagement; for Captain B. expressly attributes his loss, in part, to the Lady Prevost having her *rudder injured*, and being thus prevented from joining the Queen Charlotte, which vessel she ought to have supported.

The many prejudices which exist amongst seamen against any deviation from the good old way, is probably the reason of these keels not being more generally in use; yet I am convinced, a fair trial would sufficiently shew their advantages; which, besides those formerly pointed out, are, the manner in which they contribute to the certainty of a vessel's putting about. The Lady Nelson, in all her voyage, only missed stays once, and this may be fairly attributed to the vessel being ill managed at the time: the keels can also be hove up at pleasure, and thus give a flat vessel all the advantages which such a mould possesses in going large: when they are down, and the vessel at anchor, they add much to her steadiness.

These are only a few of the advantages which this invention gives a vessel; yet they are such as, in my opinion, ought not to be overlooked. The opinion of some of your readers might be very useful, in bringing the subject into notice, and would confer a favour on your constant reader and obedient servant, C. H.

MR. EDITOR, *February* 1814.

THE rapid succession of glorious events, which have emerged Europe from its long thraldom, and which hold out to happy Britain, a prospect of the full harvest of her persevering exertions, may possibly be conceived to make the subject on which I have entered, of inferior importance. Regulations, it may be said, for dismantling of our fleets, and

the discharge of our seamen, would be more seasonable, than suggestions for the better organization of the one, and for measures of incitement to the other.

On the ground, however, that any treaty with the inveterate Corsican, will be but precarious surety for the repose of Europe, but more especially of this kingdom, I shall not deviate materially from the track which I had marked out for myself. Besides, whether in war or peace, alterative institutions are strenuously to be recommended; indeed, the latter may be the preferable period of the two, that, by progressively arranging and applying them, we may find ourselves, at the commencement of another war, with a renovated naval constitution: in its present state, I much doubt the practicability of keeping up, by *voluntary* service, even a peace establishment.

To resume; the topic of bounty, with which I concluded my last letter, might well sanction a much more lengthened exposition than I have given it; for its strange disparity in the two services strikes me to be one of the chief props of impressment. It certainly is a cause of landsmen, and those but slightly initiated in nautical knowledge, so decidedly selecting the army; and the modern practice may also be chiefly attributed to it, of *seamen, of all classes*, being found in regimental ranks.

From a desire to avoid prolixity, I will refrain from dwelling further on this most material theme: the basis on which I have reasoned is undeniably correct, and must, of itself, be amply sufficient to convince the many, of the untenable foundation on which this dissimilitude of bounty rests. I shall feel indebted to any of the worthy correspondents or readers of the Naval Chronicle, who will produce one solid reason for bounties being continued in their present state, or one equitable objection to their being equalized.

The third point I shall introduce to notice, is of easy attainment, but not less necessary to be adopted. It is the custom of withholding from petty officers and seamen all portion of their pay, whilst serving abroad, however long such service may be, and under whatever circumstances.

Here, again, I may instance the army for a direct contrary system; and, in truth, it is not easy to comprehend why, in almost every case, the sailor is placed under such comparative disadvantage to his contemporary fellows in arms. If the two professions were, in their leading establishments and incitements, on a similar scale, they might then, at least, be advocated on the ground of reciprocity and impartiality; and being nothing in the one to expose the imperfections of the other, we might have the credit or consolation of acting on wrong principles with our eyes shut: but, as they now stand, Sir, the departure from equity is doubly great, and doubly glaring. It is wrapping one arm in flannel, and exposing the other to the inclemency of the weather: can we then wonder at its sinews and component parts becoming relaxed and enervated.

The soldier, unless impracticable from insurmountable causes, is punctually paid monthly; the sailor, from the period of leaving England, to his return, receives no part of his pay, although he is commonly three, four, or five years absent. This being the true state of the case, let us first see, what can be advanced against a nearer approximation. I can anticipate but

two objections—that it would withdraw the check on desertion from ships abroad, and that, from the different nature of the services, money is not so essentially required by the seamen.

In answer to these, I will concede a little to both, inasmuch as the proneness (which I have invariably laboured to press into notice) to run from the navy, is certainly too great to take off preventive restraints too suddenly, and arrears of pay are neither so fully or so frequently called for. Hence, I will not argue for the exact same system being established as in the army, but will confine myself to contending against the notorious extremes of the existing regulations.

The plea of giving facility to desertion, would gradually be obviated, by the alterative measures I am in the course of recommending, which, by engendering improved feelings and better motives, would mitigate the weariness of maritime duties, and give birth to that *desideratum*, professional attachment and partiality in the lower orders.

As to the second objection which I have supposed, that seamen have little use for money abroad, there is a wide difference between wanting but *little*, and their not having *any*. Naval officers need not to be informed, that their crews being enabled to manage at all tolerably, as they are now circumstanced, on foreign stations is, by trafficking slops, provisions, or tobacco, for articles of clothing or refreshment; a practice which, although a breach of regulations, their superiors are either induced to wink at, or cannot prevent.

If I may venture to go further than reason against the system as it now stands, and to suggest specific improvement, it would be shortly this.

Petty officers and seamen to receive annually, whilst abroad, six months pay; to take date from the last payment in England; to be under the superintendence and charge of the resident naval commissioners of dock-yards, on foreign stations, and to be distributed at that port only at which such commissioners reside. To some such arrangement as this, I can conceive no adverse argument which could be conformable to justice, without losing sight of caution.

I cannot conclude this letter, without thanking you, Mr. Editor, for placing in your Chronicle the feeble, but honest, effusions of my pen; it shall never knowingly trace a sentence discordant to its pages, or inconsistent with its views—that of wishing to advance the honour and welfare of the British navy. ÆOLUS.

P.S. I hope the coincidence of opinion, which Nestor expresses, will not be interrupted; but regret that I should have interfered with his intention, of communicating his ideas on the important subject in which I am engaged. I am fully sensible of the value of his continued estimation.

MR. EDITOR, *Halifax, Nova Scotia, 1st February*, 1814.

I HEREWITH send you a plan of mine which was carried into execution, for raising the merchant brig Bellona, of 200 tons, which vessel sunk in the best anchorage of this port, on the 12th November last, in 12 fathoms

water: the said vessel had on board a full cargo, very few buoyant articles in it, and upwards of 40 tons of ballast, iron and shingle. Mr. Robert Gibson, flag lieutenant to Rear-admiral Griffith, superintended the whole process; to his great perseverance in a very inclement season am I indebted for the complete success with which it was crowned, the Bellona being carried on shore, and her cargo got out; the rise at spring tides in this harbour seldom exceeds 5 or 6 feet; the Bellona was sunk in the mud so much, that only six feet of her hull a-midships was above the bottom: the vessels used were two of 160 tons each, and two schooners of 40 and 60 tons each; the cables 14½ inches, and 13½ inches. Had I been furnished with vessels calculated to heave a great strain, like our mooring lighters in England, the Bellona could have been hove up to the surface, without the assistance of tide. You will perceive, by the plan pursued, cables might have been placed, if necessary, every six feet, and of any size: two line-of-battle ships, with trunks and holes through their bottoms near the keel, would lift three thousand tons, the precaution being observed of heaving every cable taught separately, to a certain strain, and marked. A first rate of smaller class displaces, with every denomination of stores and ordnance on board, including provisions, weight of men, &c. &c. &c. about 3,900 tons; under the surface, the difference between the space such a ship would occupy, and the gravity of water, would be about 900 tons; to this is to be added cohesion, which increases daily where the bottom is soft.

The feasibility of raising any ship that has not been long under water, must appear obvious to every one, and I hope this simple plan in a like disaster may be the means of recovering valuable property.

I remain, your most obedient servant,
EDWARD FAIRFAX, Master Attendant.

Mr. FAIRFAX'S *Plan to get up Vessels that Founder in Harbour, with the Process observed in raising the Brig Bellona, which sunk in Halifax Harbour on the 12th November*, 1813.

1st. A small vessel was placed on the wreck over the centre as near as possible.

2d. The large vessels employed had anchors, with large hawsers, carried out 250 fathoms from wreck; one a-head, the other a-stern, as near on the line of the keel as possible.

3d. The vessels were now placed twenty fathoms from the wreck—cables clinched and well greased.

4th. Small buoy ropes ,same length as depth of water, and red buoys, were attached to the clinches; also, to the end of * 150 fathoms of rope; a pig of ballast was fastened four feet from each clinch; likewise a pig of ballast seven fathoms from each clinch, with a buoy rope and black buoy.

5th. The bottom near the wreck was examined with creepers, and found clear; *mark* buoys were then placed sixteen fathoms distance (all round) from the wreck.

6th. The cables were carried outside of the mark buoys; the end of one and clinch of the other on board each vessel; when rove, they were lowered down by the * rope mentioned No. 4; when at the bottom marked buoys were taken up.

7th. The cables were now paid out, and each vessel was warped one hundred and forty fathoms from the wreck, by the hawsers mentioned No. 2, which were laid out for this purpose.

8th. When arrived at 140 fathoms from wreck, the cables (or *hawsers fast to them*) were gradually hove taught on board each vessel, and clinches eased away and kept in a proper direction by the rope† fast to them, mentioned in No. 4.

9th. When the red buoys that were attached to the clinches came close to the head and stern of the wreck (which was easily known by the lead), and a strain hove upon the cables so as to cause the black buoys (mentioned in No. 4) to come within 25 feet of each other; *then, and not till then*, were the two largest vessels allowed to approach and heave a perpendicular strain.

10th. The same process as before-mentioned was again followed, and the vessel swept on the broadside, with the intention to assist in lifting; and at the same time keep the wreck upright.

11th. All the cables were now hove taught at very low water, and a purchase made fast to the hawser out of the stern of the vessel that had the head cable in; this purchase was hoven taught (being in the same direction of the keel) with the intention to loosen her in her bed, and let the air get between her bilge and the bottom; on the second day the *air bubbles* at half tide shewed this point was accomplished; at high water the Bellona was removed from her bed.

12th. The cables were hoven taught every low water (weather would permit), and the wreck carried into shoaler water daily, until placed in a situation to get the cargo out.

MR. EDITOR, *15th February*, 1814.

THE difference of opinion, which appears to subsist between Impartial (whose communications are in general valuable) and myself, relative to the Lords of the Admiralty being *all* naval men, or of the appointment of a subordinate board of naval officers, if the present system of having the greatest proportion of the Board of Admiralty civilians, is continued, might not perhaps have led to any reply on my part, had not this writer set out with the declaration, that, "as *his* motives were pure and impartial, he did not hold the same opinion which I had given, and which he supposed might

* To catch a vessel that is sunken in twelve fathoms water, and her gunwales only six feet above the bottom (which was the case with the brig Bellona), it was necessary to *go to this distance, as trigonometry will explain.*

† Seven fathoms from clinches, where black buoys were placed, was half the length of the Bellona; 25 feet her breadth.

be attributed *to him*; however little interest the public may take, either in his insinuation, or my declaration, as the subject in question is no further interesting *to me*, than as a well-wisher to my country, and the naval profession, and as the pure and impartial motives which no doubt actuate him, have an equally firm root in my mind, it is proper I should *make* this assertion; and I declare at the same time, that the Board of A———y *can neither* reward my humble labours as their defender, nor purchase my silence when I see cause for animadversion. Let not this writer forget that the insinuation and calumniation which he has used, not only against me, but also your instructive correspondent, A. F. Y. whose correspondence has, (I am certain), been of the greatest consequence to the service, and is likely to be of still greater utility, if continued with temper and moderation, which his judgment and experience will insure. Let not Impartial forget, that assertions without proof return with double disgrace on the head of him who uses them; and whilst his own motives are pure, which I doubt not they are, let him not shoot his darts at random, and insinuate that you have no *honest* correspondent but himself.

Having in former letters given it as my decided, and my *honest* opinion, that there are at present too few naval men at the Board of Admiralty, and having proposed either to increase their number, or to form a subordinate board of naval officers only, to whom the Lords of the Admiralty might refer such subjects, as either their time did not allow the mature consideration of, or on which perhaps their experience did not enable them to form correct opinions; I must be allowed to maintain, that, in either case, I can see no cause for fear of jarring and disagreement that is not *common* to every association of men, whose opinions will occasionally be *very* different: but that such a subordinate board (although I greatly prefer the plan of an entire naval supreme board) would be useful and advantageous to the service, can scarcely admit of a doubt, and that this is the opinion of the present Board of Admiralty themselves, is clearly evinced by the missions on which they have of late frequently sent officers of talents and experience to the out-ports, not only to superintend different services, but to report to them the advantages and disadvantages of different plans, &c. I might also add, that officers in command of ships fitting, &c. have of late been very properly employed in examining the utility and advantages of different improvements suggested by ingenious men for the good of the service; and certainly the Board of Admiralty deserve much credit for the attention they have lately given to these subordinate, although very important matters. I know also, that for months past, some of the Lords of the Admiralty have been unremittingly employed in examining the different great naval arsenals and dock-yards, with regard to which some arrangements, highly important and interesting to the country, must soon be made. These visits of the Board (or part of it), to the great naval ports, are, in my opinion, highly proper; and were the Board *wholly* composed of naval men, it is evident these could be much oftener made, with great advantage to the public, whilst at the same time the ordinary routine of business at the Admiralty would go on as usual, without experiencing any delay or relaxation. From all I can learn on this subject, there seems to

be but one opinion, that the management of the navy ought to be vested in naval men, with the exception of the First Lord, who is a cabinet minister, may with advantage be selected from his rank and influence, and I hope his respectable character. Could we have such men as Earl Spencer, or several who have followed after him, at the head of that Board, with able naval assistants, the service would be unquestionably conducted better. Let not, however, the name of the present head of the Board be omitted; what his conduct is individually to officers going to the Admiralty I know not, but I hope it is *not ungracious;* if it is, at least he seems to be anxious to rectify errors, and redress grievances and abuses, as far as lies in his power; and I hope his administration at the Board will, on the whole, be marked with vigour and judgment, and a brilliant winding up of our differences with America, in the destruction of their armada. I have great hopes the appointment of Lord Cochrane to that station will lead to this—"what man dares, he dares;" and, however great his zeal, his judgment hath not yet in naval enterprises been *far* misled. Before I close, allow me to advert to Æolus's invaluable letters; they are fraught with useful suggestions, they are the effusions of an honourable and deeply thinking mind, guided by prudence, and acting from the best principles which ever actuate a Briton and a man: this tribute I think due to his exertions; they are truly praiseworthy. NESTOR.

MR. EDITOR, *Newsells Park, 13th March,* 1814.

HIS Majesty's ship Sir Francis Drake, under my command, arrived at St. Helena from Bengal, with convoy and treasure to the amount of three hundred thousand pounds, in the month of February, 1813. During the stay of the Sir Francis Drake at St. Helena, for the purpose of completing the water of the convoy, H. M. S. President, bearing the flag of Vice-admiral Stopford, arrived there on her way to England (the Vice-admiral having been superseded in the command at the Cape of G. H. by Rear-admiral Tyler.) On the arrival of the President, I waited upon the Vice-admiral, and, as usual, carried my orders; in one of which was a clause, directing me to urge to any officer I might meet, on their return to England, or cruising for the protection of the trade, the absolute necessity of their affording additional protection to the valuable fleet under my guidance. It may be proper to observe, that the order alluded to was given by Vice-admiral Sir Samuel Hood, before it was known in India that war had been declared by the United States of America against Great Britain; that the clause alluded to was applicable to the situation of the President, I should presume nobody would pretend to deny.

The Vice-admiral, instead of paying attention to this, although urged and repeated to him the ensuing morning, both by the captains of the India ships, and by the governor of St. Helena, ordered the treasure to be removed into the President, and sailed himself the same evening for England, directing me to remain at St. Helena for the arrival of H. M. S. Horatio, till the 10th of March: this was given in consequence of my request, as the Vice-admiral told me he did not think I should be justified

in attending to any requisition from the Governor of St. Helena, to proceed alone with the convoy, a measure which I was aware the Governor had in contemplation.

At the time Admiral Stopford delivered to me the order for the removal of the treasure, Captain Warren, commanding the President, asked, "How are we to arrange the freight?" I replied (imagining, of course, that an officer of the Vice-admiral's rank and experience would never have given an order that was not only perfectly legal, but also perfectly consistent with the usage of the service), that I supposed we were to divide it; and consequently, acting on that principle, I wrote to my agents, stating, that Captain Warren and myself were to divide the freight; and there, for the time, the matter rested, and the President sailed on the same day.

On my arrival at Deal, about the 15th or 16th of May, I found a letter from Captain Warren waiting for me at that place, informing me that the Court of Directors refused the payment of the freight, notwithstanding the money had been actually delivered, and the original bills of lading duly presented by Captain Warren, unless they heard from me ———; a circumstance in itself strongly proving my right to the whole of it.

Unfortunately, I did not at the moment observe the full force of their meaning; and I answered Captain Warren's letter, by writing to the Court of Directors, as he desired, adhering to the *verbal* agreement between us at St. Helena, explaining at the same time to Captain Warren, that the only officer of our own rank I had seen, was of opinion that he, Capt. W. had no right to a shilling of it. On my landing at Deal, and having frequent opportunities of consulting many officers of equal rank, and many who were much superior (and one in particular of very high rank, now absent on service, who expressed an opinion, that under all the circumstances, it was an unjustifiable act, on the part of Vice-admiral Stopford, the ordering the treasure to be removed), and all concurring in its being extremely arbitrary, and some deeming it even illegal; and as far as the public service went, although the Vice-admiral's order was prefaced with its being essential to his Majesty's government, &c. I think there will be but one opinion, that it would have been benefited much more, by bringing home a fleet, at the very lowest estimation worth three millions sterling, than of bringing home only three hundred thousand pounds, and detaining so many valuable ships at so long and heavy a demurrage. All these circumstances combined, induced me to resist the claim of Captain Warren to participate in the freight in question; and consequently I entered a protest at the India House, against Captain Warren's claim; and, notwithstanding my former letter, dated from Deal, written almost at the moment of my arrival, recognizing the right of Captain Warren, I had the satisfaction of finding my protest immediately attended to; but upon a recent conference with the legal advisers of Captain Warren, and after a more mature consideration of the contents of the letter written by me from Deal, I was advised to discontinue the contest; as that letter plainly inferred the existence of an agreement between the captain of the President and myself, though made with only a single opinion on the subject, and which, from

not having kept a copy of it, I did not perfectly recollect the contents of, when I was first induced to resort to legal advice.

I trust I have made it evident, that Captain Warren has no right to this freight, excepting from my *own* improvident agreement, made of course under the circumstances alluded to in the early part of this statement, and that he is only indebted to my inexperience in transactions of this nature, and to the precipitancy with which I answered his letter which was waiting for me at Deal: for under any other circumstances than those alluded to, it cannot be supposed I could have consented to an engagement, by which I was to lose 1,000*l.*

I have been thus minute in endeavouring to elucidate this case, as it is one I believe perfectly novel; and, as I think it may be interesting, and perhaps instructive, to the naval service in particular, and especially to my brother captains, I have to request you will do me the favour of taking an early opportunity to insert it in your useful work, as I am particularly solicitous to have it known that I have not in any way compromised their interests; and that, to say the least of it, Admiral Stopford's right to issue the order still remains very questionable; and the claim of Captain Warren, under any other circumstances than the arrangement I was inadvertent enough to enter into so unadvisedly, would be perfectly nugatory.

Henry Wm Tuckey

Captain R.N.

MR. EDITOR,

I HAVE just read an English translation of the two first volumes of my Voyage round the World, which were published during the course of last summer, by Mr. Murray, of Albemarle-street. As the history of such a voyage, performed for the first time by Russian ships, will probably be read with some curiosity by officers of the British navy, it cannot, of course, be a matter of indifference to me, how the account I have given of this expedition will be received by them. I am the more concerned about it, as, having served myself for several years on board British men of war, I am personally known to many, whose good opinion is of infinite value to me. Their more or less favourable opinion of my book will, in a great measure, depend on its translation into English being well executed or not; I regret sincerely, that this is done in a manner which makes every apology unnecessary for offering to the attention of my brother officers in the English navy the following remarks on that performance, and which I request you to insert in your valuable CHRONICLE.

The first thing that will strike a seaman, on perusing it, is, that it has been translated by one totally ignorant of nautical science; for there is hardly a single scientific or technical term that has not been disfigured in the transla-

tion to such a degree, that frequently the meaning of it cannot be even guessed at. It is really surprising that the translator did not care to procure the assistance of some professional man, which in England could by no means be a matter of difficulty. The translator has, besides, been guilty of many inaccuracies, the source of which is even not ignorance of the subject, but merely a negligence, which certainly precludes all excuse. Although Mr. Hoppner ought to have been sensible of the deficiency of his translation with respect to correctness, he nevertheless declares, in a very positive manner, to have executed his task "with that precision which he conceives to be absolutely necessary in translating a work of this nature, and on which indeed its value so mainly depends." Many, then, not doubting Mr. Hoppner's precision, will, of course, be tempted to suspect, that what is unintelligible in the translation (and there is a great deal of it) must equally be so in the original. It is a duty I owe to myself to obviate such suspicions: my voyage is written, though in a plain, yet in a perfectly intelligible manner; and whoever is master either of the Russian or the German language, in both of which I have published an account of my voyage, may convince himself of it. But as this assertion of mine may not, however, satisfy every body as to the validity of my declaration, that the translator has frequently miscomprehended his original, I shall point out *a few* of such passages; yet confining myself only to what may most puzzle a seaman.

In pointing out some of the inaccuracies of the translation, I shall place in one column to the left Mr. Hoppner's words, and opposite to it I shall attempt to translate those passages into English as well as I am capable of; by doing which I shall aim at nothing but to render them intelligible. But previous to it, I may be permitted to insert the whole of that passage (a curious one in more than one respect) in the preface, in which Mr. Hoppner speaks of the merit of his translation:—

"The motto which Captain Krusenstern has prefixed to his book, 'Que les marins écrivent mal, &c.' is certainly exemplified in his own instance. The characteristic feature of the work is that of accuracy, rather than elegance of description. An uncouth stile, and a cold precision of expression, must ever preclude the author from ranking with some of our circumnavigators, who, in their descriptions and narratives, have displayed a warmth of colouring, a taste and feeling, worthy of the wonderful talents which insured the successful execution of new and adventurous voyages. The translator felt, however, that any improvement which might bring it nearer to other works of a similar nature, could only be effected by a considerable alteration in the stile, and the infusion of some little warmth and sentiment into those descriptive parts which would admit of it without injury to the sense, or a departure from the truth. But such a step would have been to assume a licence which he conceived he was by no means warranted to take; and, as his aim was to produce a correct, and not an amended copy, he had no alternative but to follow the original, with that precision which he conceives to be absolutely necessary in translating a work of this nature, and on which, indeed, its value so mainly depends."

First Volume.

Mr. Hoppner's Translation.

Introduction. p. xxiv. That ships should be sent *to the east sea,* round Cape Horn or the Cape of Good Hope, to the N.W. coast of America.

Page 8.—An achromatic telescope *with tripod and equatorial motions,* for observing on shore the eclipses of Jupiter's satellites, which I had bespoken, was not sent, but I supplied the want of the *former* in England.

Page 9.—Their (Bürg's lunar tables) surprising exactness enabled us to ascertain our longitudes within a few minutes; while the Ephemeris, calculated according to Mason's lunar tables, *put us out of our reckoning,* even in our best observations, nearly half a degree.

Page 54.—By these means (crossing the parallel of the Isl. of St. Antonio in 27° longitude, and then steering S.E. b. S. towards the equator) they will entirely avoid these islands, which are of sufficient magnitude to alter the direction of the trade-wind, for it frequently happens that S.W. winds are met here. Even if this should not be the case, the wind is always very *moderate* in their vicinity; *and it cannot therefore be of much hinderance* to steer $1\frac{1}{2}$° more to the west than the course lies, when it is with the certainty of keeping a steady wind.

Page 55. Although we had lost sight of the Island, and were in 27° of longitude; the wind blew very *moderately* from the south and east. I waited now with impatience for the true N.E. trade-wind, that I might return to the eastward, which I proposed to do *for about* 20°, in order

K.

That ships should be sent *from the Baltic* round Cape Horn or the Cape of Good Hope, to the N.W. coast of America.

Although I had ordered a marine *dipping-needle,* and an achromatic telescope *of three feet focus,* in order to observe on shore the occultations of stars and the eclipses of Jupiter's satellites, they were not sent out, but I supplied the want of them in England.

Their surprising exactness enabled us to ascertain our longitude within a few minutes; while the longitudes deduced from the Nautical Almanack and Connaissance des Tems, calculated according to Mason's tables, were, even in our best observations, frequently wrong by nearly half a degree.

By these means they will entirely avoid these Islands, which are of sufficient magnitude to alter the direction of the trade-wind, for it frequently happens that S.W. winds are met with here. But even if this should not be the case, the winds are always very light in the vicinity of these Islands; it cannot be then considered as a loss of time, when a ship keeps $1\frac{1}{2}$° out of her course, as she is sure of carrying with her a steady and a fresh breeze.

Although we had lost sight of the Island, and were in 27° of longitude, the winds were very *light* from the southward and eastward; I waited with impatience for the true N.E. trade-wind, that I might be able to get to the eastward, *and regain the 20th degree* of longitude, in order to

Mr. Hoppner's Translation.

to keep clear of the southerly winds, and strong eastward currents, which are found in the regions between the N.E. and S.E. trade-winds.

Page 91.—At 11 this promontory lay *as much as we wanted* it, in a true southward direction.

Page 92.—Probably owing to the distance we kept from the land, in which I entirely followed Captain Cook's advice, never to approach this Island nearer than 12 leagues, or 36 miles, to secure yourself against the strong currents, *and not be obliged to put in o* New Year harbour.

Page 88.—At ten o'clock at night Dr. Horner calculated the longitude by some altitudes of the *Aldebaran* to be by our watches 62° 44′.

Page 109.—*At a distance of two miles* from the land we were unable to strike ground; we next found a bottom of fine sand in 50 fathoms water, *and this depth decreased to* 15 *fathoms*, when again close along the coast it was 35 fathoms.

Page 149.—The longitude of Port Anna Maria at the entrance, deduced from 42 sets of lunar observations taken by Dr. Horner and myself, between the 29th April and 4th May, and from the 4th to the 7th May at noon, *by a mean of* the chronometer N. 128. reduced to its new rate of going, is 139° 39′ 45″ W.

Page 187. The current, as I expected, setting constantly to the westward, Vancouver observed that it sometimes set to the northward; and I was not a little surprised to find it flow two days following to the south, *and on the* 21*st* and 22d of this month, between the 4th and 6th degree of latitude, 49 miles in the direction of S.W. 65°. This induced me to steer another point to the N. *and even N. b. W.*

K.

secure ourselves against the southerly winds and strong westerly currents, which are commonly found between the N.E. and S.E. trade-winds.

At 11 this promontory bore *due* south.

Probably owing to the distance we kept from the land, in which I followed Captain Cook's advice, on account of the strong currents in the vicinity of the Island, not to approach it nearer than 12 leagues, *unless you intend to put into* New Year harbour.

At 10 o'clock at night Dr. Horner calculated the longitude by some altitudes of *Aldebaran* 62° 44′.

Till we got within 2 miles off the land we could get no soundings; at that distance we had 50 fathoms, which did not decrease *more than* 15 *fathoms*, for close to the shore we still had 35 fathoms.

The longitude of Port Anna Maria we settled at 139° 39′ 45″, from a mean of 42 sets of lunar distances observed by Dr. Horner and myself, between the 29th April and 4th May, and from that day reduced to the 7th (the day we entered the bay) by N. 128. according to its new regulated rate.

The current, as I expected, setting constantly to the westward. According to the observations of Captain Vancouver, it also sets to the northward; I was therefore not a little surprised, for two days following, the 21st and 22d of this month, between the 4th and 6th degree of latitude, instead of a northerly, to find a strong southern set, *viz.* S. 65° W. 49 miles. This induced me to haul up a point more to the northward; and to steer N. b. W.

Mr. Hoppner's Translation.

Page 202.—As the meridian altitude of the sun on the 22d June, would be nearly 90° when the sun is very difficult to observe, Dr. Horner reckoned before hand the true time of noon, and the height *thus obtained* we admitted as that of the meridian.

Page 205.—La Perouse continued in the same parallel from 165° 51′ east longitude of Paris to 179° 31′, *one point from* 13° 41′.

Page 250.—As we did not find the harbour so much to the south, *viz.* 32° 32′ N. as we expected it to be from *the general plans*, we sailed parallel with the coast at a short distance from these rocks, of which *we saw several on the northern coast.*

Page 279.—This eclipse could not influence our determination of the geographical longitude of Nangasaky, which had been much more correctly ascertained by a number of lunar observations, and by the *eclipse of one or two stars, than it could be done with our imperfect means of observing it.*

Page 294.—He (Captain Burney) has deduced it (the longitude of Nangasaky) from the ascertained longitude of Tsus-sima, and the distance of this Island from Nangasaky; and it appears that he has taken the mean of La Perouse's and Broughton's longitude of the north end of Tsus sima, and of Kaempfer and Valentines, *as the ground of his meridian distance.*

Page 306.—I have always determined the time of *the highest flood and lowest ebb* by corresponding *altitudes*; and, as I had several observations between each change, I could invariably take the mean of them. In the syzigies the time of the highest flood is at 7 h. 52′ 41″.

K.

As the meridian altitude of the sun on the 22d June would be nearly 90° when the sun is very difficult to observe, Dr. Horner previously calculated the true time of noon, and the altitude of the sun *taken at that moment* was admitted as the meridian altitude.

La Perouse sailed in the same parallel from 165° 51′ east longitude of Paris, to 179° 31′, *a space of* 13° 41′.

Not finding Nangasaky so much to the south as it is generally allowed to be, *viz.* 32o 32′, we sailed parallel to the coast at a short distance from these rocks, of which we could perceive some even to the northward of the bay.

With respect to the longitude of Nangasaky, the observation of this eclipse of the moon was of no moment, since it has been determined by a great number of lunar distances, and several *occultations, with much more correctness, than it could be done by the imperfect method of a lunar eclipse.*

He has deduced it from the longitude of Tsus-sima, and its distance from Nangasaky. With respect to the longitude of Tsus-sima, he seems to have taken the mean of Broughton's and La Perouse's determination; and with respect to the distance, the mean of Valentine's and Kaempfer's difference of longitude between these two places.

The time of high and low water I have always determined from corresponding heights; and having a number of them between each tide, I was enabled to take the mean of many. At full and change it is high water at 7 h. 52′ 41″.

Second Volume.

Mr. Hoppner's Translation.	*K.*
Page 10.—The middle of that part of the coast of Japan which we saw, and of which a line of about 15 miles *ran before us in* an almost north and south direction, lies in 33° 52′ N. and 230° 18′ 30″ W.	The middle of what we saw of the coast of Japan, extending about 15 miles N. and S. lies in 33° 52′ N. and 230° 18′ 30″ W.

The whole of the 14th, and part of the 15th page, is very badly translated, and hardly to be understood.

Page 20.—*In preparing my chart* of the Japanese sea, I have, however, made *no remarks* on the variation of the compass.	On *constructing* my chart of the Japanese sea, I have *not assumed* any variation of the compass.
Page 29.—*The proving of the chart* in this manner was very much to its advantage; for although it *described* the western entrance of the Straits of Sangar $\frac{3}{4}$ of a degree too much to the southward, we nevertheless discovered the two Islands Osima and Hosima, which are both nearly opposite the Straits of Sangar, *and are described* in this chart.	We had at first every reason to be satisfied with the accuracy of this chart; for although the western entrance of the Straits of Sangar was placed on it $\frac{3}{4}$ of a degree too much to the southward, we nevertheless found the two Islands, Osima and Kosima, which are both nearly opposite the Straits of Sangar, *exactly as* they are delineated on this chart.
Page 60.—I was very curious to hear from him *what connexion* this place had with Karafuto.	I was very curious to hear from the master, what *he knew about* Karafuto.
Page 61.—By this he must have meant the channel of Tartary, which La Perouse imagined was not navigable, and which we *afterwards thought we ascertained* no longer to exist, although it once did, and gave rise to this opinion in Japan.	By this he must have meant the channel of Tartary, which La Perouse imagined was not navigable, and of which we, to all appearance, have convinced ourselves that it no longer exists, although it may have existed at some early period, and thus have given rise to such an opinion in Japan.
Page 63.—In the river were ten large flat-bottomed vessels, and judging *from the preparations* in the magazines.	In the river were ten large flat-bottomed vessels, and to judge *from their well-stored magazines.*
Page 93.—Towards noon it cleared up, and we obtained an observation as well of the latitude as of the longitude, namely, 47° 39′ 04″ N. and 215° 15′ 52″ W. *The same as results from the tables I corrected in Kamtschatka.*	Towards noon it cleared up, and we got observations both for latitude and longitude; *viz.* 47° 39′ 04″ N. and 215° 15′ 52″ W. *to which a correction,* calculated on our arrival at Kamtschatka, has already *been applied.*

Mr. Hoppner's Translation.

Page 213.—In Awatscha Bay the variation of the needle was found by observations on board the ship, *by means* of Azimuths and Amplitudes of the sun to *be in the mean* 5o 39′ east.

Page 273.—I altered my course to the N.W. by N. *to gain the north end of it* (Formosa), which we had lost by steering too much to the southward during the night.

Page 363.—I had already *compared* the longitude of these points with the data imparted to me by Captain M'Intosh, at Canton, before I saw Captain Horsburgh's new chart of the China Sea.

Page 373.—The navigation of the Straits of Gaspar is attended with much less difficulty than that of Banca; *and it is seldom necessary* to anchor more than once, as was the case with us *(nor is this at all times unavoidable.)*

Page 131.—The observations made during three days always proved the error of the time-pieces to be a few minutes east; but it might have been just as well to the west, as such observations at sea are generally liable to great inaccuracy: at all events, I think, so long as the difference between the chronometer and the lunar distance does not exceed a quarter of a degree (provided the former be well regulated, and a constant rate of going can be deduced from it), that the longitude by the chronometer generally deserves the preference, unless by any great deviation from its usual rate it should become at all suspicious. A heaviness of the atmosphere, the uneasy motion of the ship, the shaking of the instrument by any gust of wind, an uncomfortable as well as an insecure position of the

K.

In Awatscha bay the variation of the compass by a mean of several sets of Azimuth and Amplitudes, observed on board the ship 5o 39′ east.

I hauled up to N.W. by N. in order to regain the *Northing*, which we had lost by steering too southerly a course during the night.

I had already *discussed* the longitude of these places, according to the astronomical observation communicated to me by Captain M'Intosh, at Canton, when I received Captain Horsburgh's new chart of the China Sea.

The navigation of the Straits of Gaspar is attended with much less difficulty than that of Banca; *by sailing through the former*, you anchor seldom more than once, as was the case with us, and it is not even impossible to pass them *without anchoring at all.*

According to the lunar observations made the 17th, 19th, and 20th July, the error of our time-keepers was uniformly a few minutes east; yet the real error of them might have been just as well as many minutes west; for observations made at sea are liable to still greater errors. I am of opinion, that as long as the longitudes given by a chronometer and by lunar distances do not differ from each other above a quarter of a degree (allowing, of course, the chronometers to have been well regulated, and their daily comparisons leaving no cause to suspect that the rate of them should have been altered), the longitudes by chronometers should no doubt have the preference; and they are not to be called in question, till a greater difference than ¼o take place. A misty air,

Mr. Hoppner's Translation.

body, added to *the want of common sextants*, frequently occasion an error of 20″ in the distance measured; and if, besides these, any mistake should occur in casting up, or there should be any in that of the moon's longitude, which, as we have experienced, is sometimes the case in the best ephemerides, even to a minute *on an average*; an error of $\frac{3}{4}$ of a degree may easily be made in observations by no means bad.*

K.

violent motion of the ship, shocks to which instruments may be exposed from sudden gusts of winds, and an uncomfortable and unsteady position of the observer, added to the general imperfections *common to all sextants*, may frequently produce an error of 20″ in the measured distances; if we add to this, errors that will sometimes creep into the calculations of lunar observations, and the errors of lunar tables, which, as we have ourselves experienced, amount, even in the best ephemerides, sometimes to a minute *of a degree*; it may easily happen, that in observations by no means bad, the longitudes are wrong by $\frac{3}{4}$ of a degree.

Before I conclude, I must yet mention a few errors, which frequently occur during the course of the work.

Mr. Hoppner translates *to moor*, to moor with double anchors; *a kedge*, a sheet anchor; *hawsers*, cables; a *marine barometer*, nautical barometer; a *mural quadrant*, quadrant to fix in the wall; *an achromatic telescope of 10 feet focus*, a 10 feet achrometer; *dipping needle*, inclinatorium; *Board of Longitude*, Commission for nautical longitude; *light-house*, fire-beacon; *Transit instrument*, a passage instrument; *minutes of a degree*, *minutes on average*; *circular instrument*, complete circle.

This may suffice to shew, how ill qualified Mr. Hoppner was to translate a nautical work; nor is he master enough of the German to translate from that language. A competent judge will find almost in every page proofs in support of this charge. I have the honour to be, Sir,

Your most obedient servant,

J. Krusenstern

St. Petersburgh, the $\frac{10}{22}$ *December*, 1813.

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* What I have said on this occasion, on the use of the reflecting circle and the sextant, has been entirely omitted by the translator.

MR. EDITOR. *26th February*, 1814.

THE recommendation of the cases of *old Commanders* and *Lieutenants* to the consideration of the Lords Commissioners of the Board of Admiralty, which lately appeared in your CHRONICLE, from "A Friend to Naval Merit," must have appeared to every professional reader, as no less well-timed than praiseworthy. In the promotion which immediately followed, I was happy to observe several very old and meritorious lieutenants advanced to be commanders; and from all I have had an opportunity of hearing on the subject, the general promotion at that time has given great satisfaction, having been impartially made; this is certainly honourable to the Board, and worthy of men of liberal and patriotic minds. The perusal of the before-mentioned letter, however, led me to look over Steel's List of the names of commanders, from 1796 to 1804; and on that list, within these periods, I could not but feel surprise and indignation, at perceiving the names of such men as Captains Boorder, Carew, Ellicott, Butt, Leef, England, Gilman, Thicknesse, Johnson, Waring, and many others equally deserving, perhaps, *who commanded* sloops of war *during a considerable part of last war*, or *in the early period of the present*, or if they have held no commands, who were promoted, at the close of the last war, or the beginning of this, *expressly* for *good conduct*: how these worthy and brave officers have come to be neglected, and now nearly forgotten altogether, appears to me surprising; but I believe it can be accounted for in the following manner:— Some years ago (there being then no general promotion in the navy, except when a change of the Board took place) men without interest, unless they were fortunate enough to perform some action of particular brilliancy, had very little chance of advancement, as interest alone could effect it; and in the promotion of those days, certainly long services and meritorious conduct for less actual employment, although sometimes, were not uniformly as they are now attended to and rewarded; hence, the gentlemen now remaining on the list of commanders, 1796 to 1804, have fallen into unmerited neglect and obscurity. "A Friend to Naval Merit" has pointed out a mode to the present Board, were they inclined to befriend these officers, of restoring them to the rank they merit, by appointing them to some of the ships vacant by the late promotion; that has, however, been unattended to, whether from their declining to serve or not, I do not pretend to know, but should be much obliged to any of your Correspondents who would inform me (and I think the public would be in general interested, as well as the service), if they are still able and willing to serve. I cannot help considering them as equally unfortunate and ill used; already they have lost a great deal of their most valuable time; but were post rank granted them *now*, it would be a consolation, as few, I think, will deny it would be matter of right. How this is to be accomplished by the present Board of Admiralty, may, indeed, be matter of some difficulty; they have the promotion of men who distinguish themselves, whose claims for immediate services are great, and their own friends (for I assert it is fair and proper that they should patronise these, under proper restrictions); they have all these to attend to, and the lists are already swelled beyond bounds: this is certainly true, and I only see one way of overcoming the

difficulty; it is this—select six; Captain Boorder, whom, although retired, his country will receive again as a veteran hero—I have heard that he resigned through ill usage from a former Board; I believe, Lord St. Vincent's—he was a brave, zealous officer—let him now receive post rank, and his commission be ante-dated several years at least; as well as five others. Let six more of these worthy veterans be immediately appointed to sloops of the largest class, and promoted at the next general promotion, if no opportunity sooner offers; and if some others in the same situation are then put in command of ships, the number at the top of the list will be soon reduced. If this *could* be done, it would confer honour on the Board of Admiralty; and I am sure they are willing to do every thing for the good of the service in their power; and it would heal the wounded spirits of men who have often fought for their country, which they would no longer call ungrateful. To redress this heavy grievance at once, I think impossible; but to do it by degrees I would hope is not so, and that the Admiralty will take it into consideration.

OCEANUS.

N.B. The employment of Lord Cochrane, Captain Maitland, and Sir Christopher Cole, affords me great pleasure, as it does the strongest hopes of brilliant achievements gracing the commencement of Sir A. Cochrane's command on the coast of America, where much surely might be done. Allow me to point out for the command of some of our fine new frigates, ready to be launched, the following officers; Captains Cole, of the Nereid, Willoughby, Henry Gordon, of the Wolverine, J. W. Maurice, who defended the Diamond Rock and Anholt so gallantly, Sir James Lind, a very gallant officer, who defended the Centurion against Linois, and Wooldridge, as men of no common energy, enterprise, and determined resolution.

MR. EDITOR, *Brompton, March 7th*, 1814.

THE armament which we are preparing, to meet our foes on the Canadian Lakes, will, I trust, be equivalent to theirs, affording an opportunity to our brave tars of trying them on fairer terms than they have hitherto done; and it is to be hoped, that we shall not again be distressed at the recital of misfortune or failure from want of men, long guns, or indeed from any cause that may be foreseen. That the American force is decidedly superior to our little navy there, is a plain matter of truth; but that they should ever have been permitted to hold such power over us, is a circumstance as much to be wondered at, as it is deeply to be regretted. However, as the only remedy for an error committed, is to endeavour to amend it, which it seems we are about to do, I am therefore willing to anticipate the brilliant result of this expedition. Although I am fully aware of the folly of allowing our expectations to be too sanguine, yet the judicious selection of the captains to be employed on this particular service, by the B. of A. gives us every reason for indulging the thought. We need not speak of those already there Sir James Yeo and Captain Mulcaster (his former first lieutenant in the Confiance) are officers of the first merit. Cap-

tain G. Downie, the senior officer going out, is well known for his vigilance when commanding H. M. brig Royalist in the Channel service, and for his indefatigable zeal was rewarded with promotion on the 1st of January, 1813. The second officer, Captain F. Hickey, is eminently conspicuous for his zeal, and the promptitude and correctness with which he has always performed those services allotted to him for execution whilst in command of H. M. late ship Atalanta for seven years on the American station: his prowess, and firmness in moments of danger, are not to be surpassed. The very high compliment (that of being promoted so shortly after the loss of his ship, and appointed to very active and arduous service) which has been paid him by the L. C. A. shews in what very great estimation he is held by those who know how to appreciate merit. The third officer, Captain H. T. Davies, is as noted for ability, and the other requisite qualities to form the good officer, as the two preceding ones: therefore, we have every thing to hope for, from their known abilities.

It appears that all the junior officers, that is, commanders, lieutenants, and midshipmen, are sent out for the purpose of fighting their way up to promotion; no volunteers, as I am told, being admitted. It is to be presumed, if all those who go out impressed with such idea, are not fortunate enough to gain their wishes before the termination of the war, that they will have amply merited them, if it continues until the close of the year, and I have no doubt will be rewarded.

I am led to understand, that the frames of two 36-gun frigates, and several brigs of war, are to be sent out with the expedition to Canada. Perhaps some of your readers may be better informed on the subject than I am, and can explain the weight of metal they are intended to carry; doubtless there will not be any carronades, or at least but few, after the remarks in one of Sir James Yeo's letters, wherein he gives an account of his partial action with the enemy's squadron off Genesee river, Lake Ontario, in September last year. He says, "having a partial wind, succeeded in getting within range of their long twenty-fours and thirty-two-pounders;" and again, "we remained in this mortifying situation five hours, having only six guns in all the squadron that would reach the enemy, not a carronade being fired."

It is to be hoped, that the gallant commodore will be enabled to get his large frigate in readiness to meet that of the enemy's, by the early spring. Volunteers from the ships at Halifax have been sent to man her; and I pray we may soon be gratified with the glad tidings that his efforts have been crowned with success.

Your obliged servant,

SERUS.

PLATE CCCCXI.

THE accompanying Plate represents Bull and Cow Rocks; and part of Dursey Island, on the west coast of Ireland.

A frigate is running for Bear Haven, with a signal for a pilot.

HYDROGRAPHY, PILOTAGE, &c.

MAGNETISM.

A CORRESPONDENT has remarked, that the needle, which in this latitude pointed truly to the north in 1657, and has been inclining to the westward ever since, at the average rate of about ten minutes yearly, *has reached the utmost extent of its variation—has been stationary—and is now receding.* From this fact, if the observation be correct, it seems that about 25 degrees is the extent of its variation westward—that it will in about 150 years again point truly to the north, and probably for the next 150 years will incline to the east—taking up a period of 600 years in making an oscillation. Our correspondent wishes to know if other observers have remarked the same fact?

Another correspondent ("Atlas") happens to have chosen this very time to favour the N. C. with the following contribution on the subject in question: being a comparative statement of magnetic variation, observed in four different places of the north Atlantic ocean, little more than a twelvemonth ago:—

Variation of the Compass, February, 1813.

Latitude N.		*Longitude W. by chronometer.*		*Variation by amplitude.*	
°	′	°	′	°	′
41	46	15	10	22	30 West.
27	32	26	14	17	54
15	59	45	45	6	33
15	30	66	27	4	40 East.

This appears well worthy the attention of the former observer; who, if inclined to pursue the subject farther, will find the mariner's compass specifically treated of in the undermentioned parts of the NAVAL CHRONICLE: —vol. i, p. 515; ii, 59; xv, 460; xvii, 200, 405; xx, 21; xxiv, 109; xxvii, 194; xxviii, 318, 321, 400; xxx, 59, 324. S.

EUROPE.

NORTH-BRITAIN.

CONSIDERING the great accession to geographical knowledge which has marked the last century, it is strange that a danger to mariners, such as is described in a certain hydrographical notice, which has recently appeared

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in most of the newspapers, and situated in a manner at our very doors, should be so imperfectly known, as to induce a journalist in the year 1814, to deem the fact of its existence an article of news; and that the original informants even should feel that their testimony on the occasion required the confirmation of an oath. But such being the case, and as practical knowledge cannot be too extensively circulated, we here transcribe the article itself at length, previous to making a few remarks which its perusal has suggested :—

"SUNKEN ROCK OFF CAPE WRATH.—The following are the bearings and distance of the rock, with some useful observations to mariners, for ascertaining their approach to it :—From Cape Wrath, N.E. b. N. ¼ E. 15 miles.—From Whiting Head, N. ½ W. 20 miles.—From Farout Head, N. by E. 13 miles.—About half a mile to the southward of the shoals forming part of the rock, you will have 40 fathoms of fine sand; and to the east, west, and north, when you fall into 23 fathoms, with coarse gravel, and frequently black stones, you are close to the rock. The exact depth over the rock of itself can be best ascertained from the log-book of H. M.'s sloop Cherokee, which vessel went in search of the above rock from the information of Mr. James Brown, confirmed by the oath of Mr. Lachlan Kelly, before Mr. Gerrard, deputy Mayor of Liverpool, and forwarded through the medium of Capt. M'Leod, regulating captain at Liverpool, to the Lords of the Admiralty, in the summer of 1813."

In the first place we feel ourselves not only emboldened, but bound to vindicate the priority and authenticity of that information, given to the nautical world on this specific subject as long ago as the 1st of August, 1810, in this publication. The NAVAL CHRONICLE, in its xxivth Volume, No. 140, page 43, under the standing head "Hydrography," contains this paragraph :—

SCOTLAND.—The following declaration was left with Mr. Campbell, of Scalpa, in Harris (Hebrides), by Captain George Maughan, of Seton-sluice, near Kingston-upon-Hull :—"*I saw the rock bearing from Cape Wrath* [N. W. point of Scotland] N.W. *by* W. *distant between* 4 *and* 5 *leagues : appears at last quarter of ebb. 30th June*, 1785."

This, which is as historical as names, dates, and facts can make it, the reader will perceive not only places the existence of the said rock beyond doubt, but takes us back a period of twenty-eight years, for ocular proof of it: and even then it is not spoken of as a discovery, but called simply THE ROCK, like any other notorious but ill-defined danger. Still, however, to render our present information on this subject complete, there remains to be adjusted, a difference of no less than 9½ points of the compass; which is so enormous as to be utterly irreconcileable by magnetic variation or by common allowance for error in unscientific observers, and only to be accounted for by a graphical *erratum*, &c. It is, however, generally to be wished that navigators would be more attentive in noting whether their bearings are given by compass or by the pole of the globe: which leads us to recommend to their consideration, the rule by which we are governed in employing the common terms denoting situation so as to avoid ambiguity, throughout this CHRONICLE: a rule in which we are countenanced by an

authority no less eminent than that of the Hydrographer to the E. I. Company,* that is to say: the bearings of land, *taken from a ship*, are to be understood by compass if not otherwise expressed: the direction of any coast, or bearing of any headland, island, danger, &c. *from any other place*, to be understood as the true bearing by the world if not otherwise expressed.

If these remarks meet the eye of any member of the Admiralty establishment, we hope that person will consider it consistent with his duty to employ his influence to cause such official notice to be made by the Hydrographer of that office, as may definitively settle the discordance between Captain Maughan's and Mr. Brown's bearings, and moreover give us so much of Cherokee's log as appertains to this investigation, conformably to the very proper hint of the contributor of the paragraph herein quoted first in order. And we farther beg leave to recommend to the publishers of maps, &c. that this rock be forthwith added to their plates of this portion of our coast: in as much as it ought to be holden as a fundamental maxim in geography, that a chart, so far as lies within the power of its constructor, should be the sum total of all the existing geographical information respecting the space delineated. S.

SPAIN.

In consequence of H.M.S. *Desirée* having stricken the ground in coming out of the harbour of Passages on 6th February, Rear-admiral Penrose ordered the spot to be carefully sounded; when at a very low spring-ebb the following day there was found a rocky shoal, on one point of which was only 14 feet water. This danger is directly in the fair-way; where the first 4¾ fathoms is marked in Tofino's plan of the harbour. Concerning Passages, in "the English Pilot for the Southern Navigation, &c." (London: 1779) are the following directions:—"About 1½ league W. b. S. off Cape de Figure, lies Passage, also a fair haven. At the W. side of the haven's mouth, which is very narrow, lies a round rock; so that it is bad to come in here with an ebb, but with a flood it is better: on the E. side of the haven stands a battery; without, it is very clean, there being no shoal nor foul grounds, but only the before-said round rock. The town stands a little within the haven on the water side; you may lie before it in 7 fathoms." S.

NORTH ATLANTIC OCEAN.

ROCK.

"For the information of mariners, we have extracted the following particulars from the log-book of the brig Betsey, Capt. Hattrick, by which it would appear that even the Atlantic Ocean, in the most frequented parts,

* See Horsburgh's "*Directions for sailing to and from the East Indies*," &c. part i; 1809.

has its dangerous places that have not yet been noticed in any chart.* The Betsey was on her passage from Greenock to this island, and on the 17th September, 1808, in lat. 18° 7′ N. long. 50° W. passed, within a few feet distance, a large sunken rock, of the appearance of limestone, about seven or eight feet under water, and, as low as it could be observed, of a conical form. These particulars were distinctly perceived by the master, passengers, and watch. From the ship's place it would seem that this rock is about 330 miles E. b. N. from the island of Antigua.—*(Jamaica Newspaper.)*

NEW CHART OF ATLANTIC OCEAN.

THE Hydrographer of the East India Company has recently published a chart of the Atlantic ocean, intended as an accompaniment to his book of directions, on a scale of ½ inch to a degree, comprehending the routes of the East India ships: the space delineated extends from latitude 52° N. to 43° S. and from the meridian of Greenwich to longitude 44° W. which is divided appropriately at the equinoctial line in two sections, containing respectively the north and south Atlantic. The charts hitherto published for the navigation between England and the Cape of Good-hope extend to eight sheets, including North America and the West-Indies, parts that can hardly be found useful by oriental navigators; the introduction of which swells the price of those charts beyond the convenience of most young officers, who may be desirous of a chart to mark their track upon. These two charts therefore may be considered as constructed principally for the benefit of such persons; and accordingly a price is put upon them which we think extremely fair, *viz.* six shillings for the North-Atlantic on atlas paper; seven shillings for the South Atlantic on double elephant. In fact, when it be recollected that the charge attending the engraving two such plates cannot be much less than 130*l.* the value put on these charts may certainly be considered moderate. As far as we can perceive, these two sheets comprise every thing useful, with much new matter: besides the islands and principal head-lands on the coasts of Portugal, Africa, and Brazil, there is appended to the North Atlantic an extra-compartment, shewing the coast of Guinea from Cape St. Paul to Cape Lopez: and the South Atlantic has a similar addition, shewing the coast of Paraguay from Ilha Grande to Rio de la Plata. The soundings, which are abundant beyond former precedent, but somewhat confusedly engraved, are given from the author's personal experience, from navigation of the East India ships, or from the authority of Captain P. Heywood, R.N. We do not recollect

* In as much as caution is the parent of security, the mariner ought never and *no where* to disregard the brief but pithy admonition conveyed by a single word in the languages respectively of the four principal maritime nations of Europe; that is to say—by the Spanish *miraporvos*, the Portuguese *abrolhos*, the French *vigie*, and the good old English *look-out*. Farther, the nautical reader who may indulge incredulity on this subject, is invited to consult the catalogue of oceanic dangers comprised in the following pages of the NAVAL CHRONICLE:—vol. i, p. 357; xii, 452; xxv, 222; xxvii, 26; xxviii, 71; xxix, 220, 303.—(HYDROGRAPHER.)

to have ever before seen the soundings along the coast of South America between the rivers Janeiro and Plata, in any charts, English, Spanish, or Portuguese. The variation of the compass is marked in numerous places from the same trust-worthy authorities already mentioned. In the cursory view we have hitherto been able to take of this valuable addition to our stock of knowledge, and most acceptable contribution from the author to the hydrographic library of the N. C. we have observed these peculiarities.—The north-western territory of Africa is very properly denominated Marocco instead of Morocco, according to vulgar usage. The most northerly and southerly limits of the gulf-weed are marked 41° N. and 21° N. The following explanatory remarks occur upon the coast of Brazil:—

"Cape Roque, the N.E. promontory of Brazil, is generally placed in latitude 5° S. but the ship King-George, and another journal seen by the author, place this cape much farther south. The former, 5th June, 1792, at 6 P.M. stood within 3 miles of St. Roque's bank, and made the northern extremity of the breakers in latitude 4° 52′ S. from noon observation taken the same day; which determination is probably near the truth. By crossing the equator too far W. that ship fell to leeward, and was obliged to recross it in order to obtain casting, which greatly prolonged her voyage to India."

To enable the reader to form a more connected idea of the useful labours of the indefatigable author of this chart, we beg to refer to our account of his last preceding publication; given in the NAVAL CHRONICLE, Vol. xxix. (1813) page 315. S.

OCEANIC DANGERS.

MR. HYDROGRAPHER, *Greenwich, March 5th*, 1814.

IN looking over the list of the many British vessels lost this war, I find that one or two which sailed for Halifax have not since been heard of: it appears to me, that most of those vessels which have left England for America, or America for Europe, between the months of April and October, and are missing, have foundered by striking on floating logs of ice which, during the summer season, drift over to the southward of the parallel of the Azores, or Western islands; how far eastwardly they are driven, I cannot take upon me to determine, but they are seen on the coasts of Newfoundland, and the northern part of Nova-Scotia, formed in masses of several miles extent.* The object which leads me to enter on this subject, is that of drawing the attention of such nautical men as are readers of your work, and who perhaps in the course of their different services may have occasion to traverse the space wherein these dangers are to be apprehended; for it must be observed, that although we have frequently heard that such and such a vessel has been lost in her passage across the

* I was informed by an officer of H. M. S. Cleopatra, who had an opportunity of observing a very large field of ice off St. John's, Newfoundland, in 1805, that its progress through the water was so slow, notwithstanding the effect of high wind and sea, as to have scarcely made any visible alteration in its position for three days.—it had not grounded, as many might imagine.

North Atlantic, but in what manner unaccounted for! and likewise are well aware that these fields of ice in foggy and tempestuous weather bring inevitable destruction on the *unwary* mariner: yet, with all this knowledge, no apprehension is ever entertained, no look-out kept more than ordinary; in short, no thought of such things, I am convinced, enter the minds of the greater part of naval officers, or masters of merchant vessels, for they carry sail with as much indifference during the thick fogs which prevail in the northern ocean, as if they were running down a coast in mid-day, where all is clear. I have seen these much to be dreaded dangers, and have witnessed the negligence, and want of care, when sailing in these foggy regions, and therefore speak from experience: two instances will fully point out, that the subject is not an unimportant one; but, on the contrary, should be present in the minds of all commanders, as the preservation of a number of valuable lives depends principally upon their care and judgment.

The homeward-bound fleet from the West Indies in 1810, on the 15th of June, in latitude 41° N. and longitude 50° W. running at the time eight knots, passed several islands of ice; on the following day more of them were seen approaching, like ships with steering sails set; some of the fleet hauled up to pass near them, whilst others kept away to avoid them: the fog, which had been extremely thick for several days, cleared away on both these days for a short time only, giving the fleet an opportunity of avoiding these lurking dangers; had it not become clear at the moment it did on both days, some of the ships, it may be supposed more than probable, would have struck against them and gone down, without it being known in what way they were lost.

The second danger of which I am about to speak, was far more alarming in its nature and extent than the preceding one, and will tend to shew how frequently (indeed I may dare venture to say constantly, as the dissolving season comes), these fields of ice are drifted to the very part of the ocean more regularly passed, and by a greater number of vessels, than that of any other, and consequently should most seriously fix the attention of the mariner. The fleet from Jamaica on the 2d of August, 1813, in latitude 45° N. and longitude 48° W. with a fresh gale, passed several stupendous islands of ice; a ledge or reef of ice, just even with the water's edge, extended N.W. and S.E. about two miles, over which the sea broke with some violence; it was attached by its northern extreme to a very high and craggy block of ice: the fog, which had been so dense during the night and morning, as to prevent any object being seen, suddenly cleared away about 8 A.M. when this novel * and imminent danger was discovered: out of one hundred and sixteen sail of vessels, nearly one half came within the space occupied by this icy bar, and doubtless would have foundered, had not the clearing away of the fog happened just when it did, affording the ships barely time to clear it, when every object was again enveloped. The

* I say novel, because very few persons in the fleet had ever before seen so extensive and singular a floating danger.

thermometer was at 64°, with cold variable winds from S.W. to W.N.W. The bank of Newfoundland had been passed over in 36 and 40 fathoms by the fleet, two days before; so it is not improbable to suppose that these logs of ice sometimes ground on the bank,* and forming a resting place for the oceanic birds, have, in hazy weather, been taken by navigators for rocks, &c. A lieutenant of one of H. M.'s brigs, on her passage home from Barbados, declared most seriously to me, that they had seen a rock above water, and a dangerous ledge even with the surface, on the southern extreme of the Great Bank; the weather would not admit of it being examined: may not all those dangers seen, or said to have been seen, by different navigators, in these northern latitudes, and which are still doubtful, have been ice islands as those I have been describing? Imagination, fog-banks, ice-islands, and hazy weather, will go a great way towards the formation of such rocks, breakers, and other dangers we so frequently hear of. But I hope I shall not be deemed too presumptuous in saying, that I think it rather a reflection on this country, as being the first maritime power in the world, to observe, numerous *doubtful* and *imaginary* dangers delineated in our national charts! Surely there are officers to be found capable, and vessels enough to be spared from the great number of which our navy is composed, for the determining of an object not only of such national consequence, but of such general importance. We ought, if no other motive can induce us, to be proud of shewing to the world, the most correct plan of that ocean over which we rule. It may be advanced by some, that the wars have been the occasion of the neglect; but who can affirm this, after knowing that these dangers, whether real or imaginary, have been pointed out years before the present or last war, and that the intervals of peace have given time enough for proving the existence or non-existence of these dangers; and in fact time plenty to have re-surveyed all those places but indifferently known: that it ought to be done, every person will allow; but why it is not so, I have no just reason to assign; however strange it may appear, I have heard it remarked frequently, that there is not a country of Europe which gives so little encouragement as England for the diffusion of the knowledge of that useful branch of science, which some of our naval characters were so famed for at the beginning of this reign; and I am told that so trifling is the notice, if *any* taken at all, of the numerous hydrographic contributions made to the Admiralty, that the officers of the navy are induced to find a more ready way of making their observations of places publicly known for the general good and improvement of geography.† It is reported, how true I cannot say, that

* It may appear rather problematical, that any of these logs occupy so great a depth as to reach the bottom in 36 fathoms, or 216 feet; but I am told that their depth under water is as much again as their height above; that is, they float with $\frac{2}{3}$ immersed. See NAVAL CHRONICLE, vol. v. 484; viii. 387; x. 181.

† Remarks and instructions are as necessary in their way, for the guidance of his Majesty's ships, as the charts with which they are supplied. Why then does not the B. of Longitude cause to be selected from the great collection in its

one or two small vessels are to be equipped in April, for the purpose of re-surveying Newfoundland and the coast of Labrador,* under the guidance of a master in the royal navy. It does not become the great naval nation to use means so contracted as this, when she has the power of performing such services in a manner which would reflect credit on her. Many captains, and other officers no doubt, would be happy to be employed on such service; but their ardour in so laudable a pursuit, is damped for want of encouragement. I have, however, wandered from my original subject; but as I have started a fresh one, I hope it will draw the attention of your correspondent, A. F. Y. who, as an old experienced officer, I trust will give exercise to his maturer judgment, and expatiate more fully upon it, than I am capable of doing.

ATLAS.

AZORES.

In answer to the Correspondent, who under the signature of David,† enquires:—"what is the best mode of making a passage from Spithead to the Azores, in the months of January, February, and March; and so on to the end of the year?" the Hydrographer of N.C. cannot positively say what are the best means to ensure a quick passage thither, in as much as the winds in the tracks comprehended between the English channel and those isles are sometimes very different in the same seasons. However, at most times westerly winds prevail, and a direct course is consequently to be preferred, taking every advantage of the changes of wind. In the Bay of Biscay, and to the westward of Ushant, the current often sets westward in winter; but in summer it generally is easterly. The Lizard point is in latitude 49° 57′ 55″N. longitude 5° 11′ 17.7″W. The Formigas [Ants] islets and rocks (the nearest portion of the Azores) are in 37° 17′ N. 24° 56′ W.‡

ASIA.

SUMATRA.

Remarks respecting the West Coast, Inner Passage, Winds, Currents, &c.§

I quitted Madras on the 30th May, 1809, and was two days before I stood over for Sumatra, having it in Rear-admiral Drury's order not to quit

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possession, those that are deemed most correct, have them printed, and distribute them with the charts; likewise the views of particular lands, all which would tend to ensure the safety of our ships. The French navy, that have less occasion for such things, are supplied with them, in exemplary abundance.

* The Bahamas, the shoals off Jamaica, Cuba, all the Spanish Main, isles, &c. and the gulfs of Mexico and Florida, require to be re-surveyed: here then is a wide field for such pursuits.

† Naval Chronicle: xxix, 480.

‡ N. C. xxi, 105; xxiv, 384; xxvi, 147, 199; xxvii, 219, 221; xxviii, 479.

§ These observations, which are comprised in an anonymous appendix, to the MS. remark book, kept by Lord Torrington, when commanding the Belliqueux, offer every internal evidence of being the work of the captain of H. M. S. Sir Francis Drake.—(Hydrographer.)

the coast of Coromandel until I had made the Basses: finding it impracticable for our convoy (the Bombay-merchant) to keep up along-shore, on 1st June I kept full-and-by, and made the islands in latitude 1° 30′ S. on the 16th. We were a considerable time becalmed off the Poggy isles (this will happen 18 times out of 20). We anchored in Bencoolen road on 24th June, which was reckoned a good passage: but no doubt it would have been effected in 16 days, had we made the islands in latitude about 4° N. and come down inside them. From the month of May to August, the most expeditious track is to stand over from Madras road for the opposite coast, always keeping full-and-by, making as much of your wind as possible: by not coming near the line you will carry your South-wester strong: do not mind if you make the land so far north as Achin head. I would recommend to make it in 4° 30′ N. being certain to meet with strong N.W. squalls, and a S.S.E. current: seldom or never S.E. winds; and when they do blow, they are so feeble as scarcely to turn the course of the current, so that you may generally reckon upon it in your favour. It also frequently sets to S.W. as well as S.E. and sometimes I have known it run 12 miles an hour. In 11 days we were set 180 miles to S.S.E. being 70 miles from the islands: this was when we experienced frequent heavy N.W. squalls; which always happen before and after the full and change of the moon. If you can readily make the south part of Hog island, shape a course for Poolo Baby on the N.E. part of Poolo Neas, then steer for P. Bintame off the S.W. part of Mansillea [Mensular?] leaving that island to the southward, and steering for the north point of Mansillea, you have nothing to fear: this is certainly the best passage if you are bound to Pedang, as the in-shore passage from Mansillea is beyond a doubt the safest. You will find but little difficulty in getting down along the coast from Achin head to Bencoolen, although perhaps attended with some danger; but not so much so as represented: great alarm is made about the N.W. squalls; you can always perceive them rising, and they give you time to take in sail, not lasting longer than an hour, generally very heavy, attended with much rain, and so hazy that you can hardly see two miles round you, which makes it unsafe to run. I generally reefed close, let the top-sails remain on the cap, and hove-to: they rise in the N.W.; W.N.W.; W. to S.W. and you always find the effect of a strong southerly current for hours after the squalls have cleared away: take in sail the moment you perceive them, as they approach quickly: these, I think, are the greatest danger to be apprehended on this extraordinary coast. The islands are most commonly steep-to, and the shoals plainly to be seen from the mast-head: I am inclined to believe that many of the shoals laid down in charts must have been fish a-playing, as the rippling frequently appears like shoal-water. At night run not; you can always anchor: I never saw a coast abounding with so many fine harbours: it is but very seldom you cannot shelter yourself against the N.W. winds: it may be worthy of remark, that the French are much on this coast, finding that few English ships of war visit it, and it affording them good spars, wood, and water; the natives of the isles supplying them with refreshments: not a year passes but they take several of our traders: the islands as well as the coast are laid down

from 30 to 40 miles too far westward; nor is there any reliance to be placed on any charts that I ever saw, nor on very few of the plans of harbours, &c. I do not think it safe to trust in any surveys or remarks extant: I have very many, but few correct: infinite caution is indispensably necessary; for I have been fortunate enough to have the opportunity of making timely discovery of egregious errors both in charts and plans.

Receiving intelligence of two French privateers being off the Banjak islands, on 30th June I sailed, determined to proceed in search of them by the inner passage: we had under convoy the E I. ships Lord Castlereagh, the country traders Bombay-merchant and Bengal-Anna. Three days we were using our utmost endeavours to get to the northward, instead of which we got set 20 miles southward of Bencoolen; the northing that we made during the land and sea wind, was overpowered by the southerly current during the calms, between the setting in of the respective breezes: by ourselves, we sailing much better than the convoy, and being able to take advantage of squalls, and anchoring expeditiously in calms, might have succeeded; indeed, under such circumstances, I always advise early anchorage, for you cannot make certain of the currents: as we got to the westward, we lost the strength of the current; in longitude 96° E. and latitude 1° S. it took a sudden turn westward, with perhaps a little northing: therefore I would advise for a passage back to Madras to steer W.S.W. from Bencoolen till you get into the steady S.E. winds; then run down your longitude; not crossing the line till 82° E. when I think you may be pretty sure of few calms, and be certain of making and carrying-on the S.W. monsoon to Ceylon.

On 16th July, compared chronometers with those of the convoy, five in number, and found all agreeing to a mile. On 17th, at noon, our longitude was 94° 55′, allowing 10 miles for westerly current. I am most sorry we could not obtain any observation this day to satisfy my doubt respecting *Le-Meme's** reef. In coming to Bencoolen I passed it 8 miles to the westward: I now suppose it to bear N. 78° W. 19 miles: our convoy W.S.W. distant 15 miles, which makes *Le Meme's* reef bear from them N. 57° W. 11 miles: they did not see it, or would have made me a signal to that purpose: still it may exist; but I must own I have my doubts.

(To be continued.)

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* Naval Chronicle: vol. viii. (1802) 338; xxii. (1809) 99. Asiatic Annual Register: vol. x. (1808) 654. Horsburgh's "Directions for sailing to and from the East Indies, &c." part ii, (1811) p. 77. On the discordance between the last mentioned authority and the two others cited immediately before, concerning both of the discoveries of danger in these seas attributed to Captain Le-Meme, the navigating reader must be left to exercise his own judgment.—(Hydr.)

NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 143.]

BULLETIN THE FOURTEENTH.

SEPTEMBER, 1803. — About seven o'clock we got into a sort of tavern; a servant maid and child were the only people up—we were French travellers from Prussia going to France, and wanted breakfast. The landlady was roused—breakfast was prepared—a barber sent for (who was surgeon as well); got our cloaths brushed. Found it a private very well-calculated house; and the barber, or surgeon, was an intelligent sort of man. Rastat* was but three leagues from us; and, from different questions we asked the fellow, we found we had crossed the Rhine close to Dourlach. We quitted the place about nine, having well satisfied the landlady, and being well pleased with our breakfast, which consisted of coffee, &c.

We now directed our course towards Rastat; Barclay was very lame; every body we met took great notice of him, and it was impossible he could continue the march many hours longer. As I have before observed, we had intended to separate from him and the doctor the moment we got across to Germany; but his state rendered him incapable of proceeding, and we now agreed not to quit the other: the great point was, where to place the invalid, so as to ensure his safety until he had recovered the use of his limbs. He regretted not having remained where we breakfasted. We found Rastat, though an open town, too dangerous to pass through; therefore made its circuit, and struck off the road, to a small village, about two leagues distant, where we went into a public house. They could not speak French, nor could we sufficiently explain, in their language, what we wanted respecting our sick friend; an old man was sent for as interpreter, who happened to be a shoemaker by trade; we began by ordering a pair of shoes for Barclay; and then observed, that we were Frenchmen from Prussia, going to Strasburgh; our comrade was knocked up, and we wished him to explain to the people, that we meant to leave him with them a few days, until he had gathered strength. We requested he would pay every attention, and explain matters for him. He and they agreed. A bed was immediately prepared for him. We dined together; then took our leave of this poor fellow; and a painful leave it was. He, of course, felt for the miserable situation he was now in; and we, in being compelled, for our own safety, to abandon him. But there was no alternative, and our engagement was fulfilled with both these gentlemen.

* Rastat, a town of Germany, in the marquisate of Baden; it is seated on the river Merg, four miles north of Baden.

September, 1808. We continued our pretended route, until we lost sight of the village, and then changed our course. We commiserated the misfortunes of our poor companion; and feared even the shoemaker would discover what he was, as he spoke French so very indifferently. The day was closing fast, and it behoved us to look out for a lodging for the night. We were at that time in Baden; and, as this was the northernmost part, I sometimes feared there might be different regulations from those I before experienced to the southward.

We advanced towards a large village, in our direction. It was quite dusk. Passed through it to the opposite extreme; when it was about eight o'clock. We were undecided how to act; it began to rain very hard. We were met by an old man genteely dressed, marching on very fast, to avoid getting wet. He stopped, evidently with a design to speak to us. We accosted him in French; asked him what distance Baden was from us, and if we were likely to fall in, shortly, with any place we could put up at for the night, that is to say, in the direction we were then going to take. He replied, in broken French (which we were pleased to hear), that it would be midnight before we could arrive at any sort of place that would answer our purpose; as the weather was inclement, and the hour so very late, he advised us to turn back with him to the village we had just passed, where there were excellent accommodations; and he would take upon himself to shew us to a decent tavern, where we should be well attended to, and made comfortable.

The desperate state of the weather; our wearied and fatigued situation, having been six nights without any rest, together with the kind and disinterested manner which the old gentleman displayed, and almost an assurance of running no great risk, induced us to accept of his services. He, accordingly, conducted us to a genteel house, close to a glass manufactory; all the workmen lodged here. We ordered supper; invited the old gentleman to partake of it, which, after some hesitation, he agreed to. I began to apprehend they might demand to see our passports, which lessened my enjoyment until nearly bed time; I then made myself quiet upon that head. We spoke to each other, and conversed with such of them as could in French. I am certain they took us for Frenchmen; which was a fortunate circumstance, and, perhaps, prevented their making any further inquiries. Shortly after supper our old friend departed, and we were shewn to our chamber, where each had an excellent bed. When in bed, the servant retired, and our happiness was great, in fact, impossible to be described. The hail and rain dashing against the windows, convinced us of what we should have suffered had we not taken the old man's advice. This was the first very bad night since we quitted the *Mansion of Tears*.

We agreed to be off from this place very early, lest any accident should prevent our proceeding; and then, in a few minutes, were lost to every idea of danger in the arms of Morpheus. Nor did I unseal my wearied eyes until I had been repeatedly called by my comrades the next morning. The weather was still very inclement. However, we got breakfast and proceeded, without asking to be directed to any particular place, that they

might not suppose us unacquainted with the country. I knew it was necessary to keep to the southward, in order to avoid a chain of inaccessible mountains, that would prevent our advancing into the interior; but, owing to the heavy rain and bad weather, the sun did not shew itself, and we had no other means of directing our course. We were now surrounded by woods and deserts, and could not tell which way to turn or proceed; when we saw, at a distance, a peasant and a little boy, loading a cart with wood. We made towards them, but could not make him understand, for a long time, that we had lost our way, and wished to be directed towards Fribourg, as we knew that was to the southward of us. At length we succeeded. He left his boy and cart, and went nearly two miles, to put us in the right road. We paid this honest fellow for his trouble, and had some difficulty to make him accept it.

About noon we passed by the palace of the Grand Duke of Baden; and, owing to the intricacies of the mountains that surround it, we were obliged to border closer than we wished; it had a romantic appearance. In one of the walks we had to pass, we discovered two officers on horseback; we immediately quitted it, and got concealed amongst some adjacent trees, until they passed. We soon got on an immense high road, where we perceived a number of horsemen, dressed in scarlet, preceding a carriage; they were in full speed. We turned off towards some huts, close by, and barely avoided being met by them. The peasantry were all uncovered as the carriage passed. On enquiry, we found this was the Duke of Baden's son, who had assumed already the title of king. We found that we were in the proper direction, and proceeded in great spirits.

September, 1808. We had now to pass through several respectable villages on the highway. About six in the evening, in passing through one, Barclimore being a good way in the rear, I heard him call out to us to stop, as there was a man who wanted to see our papers; we were in too great haste to be retarded. The man whom he alluded to, we saw standing at his door, which was the last in the village. He certainly was looking very hard; but, if he had been a police officer, he would not have hesitated pursuing us. When we had got to a respectable distance we halted, for Barclimore to join: he assured us, that he was confident the above mentioned person asked for our papers, but could not account for his not pursuing us.

About seven, we discovered another village in the direction we had to take; from the above recent circumstance we were fearful of entering, much more of attempting to stop there for the night. We withdrew into a field on the road-side, to deliberate, and waited there about an hour. It was then dusk, so we proceeded on the road again, and entered the village, which was much smaller than we had imagined. We approached a public-house, called for some beer, and enquired if we could be supplied with beds? "No." But they directed us to another house; where all the beds were also occupied; and they sent us to a third, with no better success. We did not know what to do, and regretted much not being able to remain in this little village for the night, as, from its appearance, we had no reason to be under the slightest apprehension. A person, apparently a publican, seeing us in a state of suspense, addressed us in French, and said, "Gentle-

men, you appear to want lodgings; there is a small town, about two or three miles on, where you can get good accommodation." We returned him thanks, and appeared pleased at the intelligence; though, in fact, we dreaded being accommodated with lodgings gratis. I asked him if he did not suppose the gates would be shut before we had arrived? He assured us it had none, and that it was an open town. We were not sorry for this last piece of news; and agreed to march on cautiously towards it. As it was late, we could reconnoitre it; and, if it appeared dangerous, we could continue our route the whole night, although we were extremely fatigued.

At about half past nine we arrived; it did not appear to be a place that we had much to fear from. We looked out for an inn—resolved, if possible, not to go to the first; discovered one, and entered it; were shewn into a very genteel coffee-room, and, from the appearance of the guests, landlady, &c. were certain we must be in the very inn we had wished to avoid; however, it was now too late, and we were under the necessity of putting a bold face on the business: so called for some wine, and my friends ordered supper. I was indisposed, and requested the chamber-maid to light me to bed; informing my companions, if they should discover any danger, I would be instantly ready, and we must immediately decamp. One very fortunate circumstance—the landlord was much intoxicated; he often looked earnestly at us, as if he wished to ask some question; but could not articulate a syllable. I took my leave (as is the custom) of every body in the room, and withdrew. I then lay down, not without some anxiety, particularly from what Dr. B. had asserted, relative to the man asking for our papers.

After supper my friends came to bed. They informed me they did not suppose we were in imminent danger, nor were we particularly safe; it chiefly depended on the state the landlord was in. We were, therefore, determined to rise, before this fellow became sober, to pay our reckoning and be off. At twilight we dressed ourselves, awakened the servants; who instantly went to inform their master that we were preparing to go. He appeared, but could scarcely open his eyes, and demanded where we were going so early? "To Strasburgh." He observed we should be there very soon, it being only five leagues distant; we were aware of that, and wished him a good morning. At ten we were in sight of Offenbourgh; made its circuit, and got on the road to Gibenbach, which we saw about six o'clock. It was dangerous to approach the town so early, therefore got into a wood, where we lay concealed until dark; and then passed round under the walls of the town; crossed the river Kinzig, on which it is situated, and proceeded on the direct road towards Tutlingen. I perfectly recollected now our route, from having so recently passed it with the Bavarians. At midnight we halted in a small poor village; got supplied with refreshments, and a kind of beds. The doctor had a severe fit of the fever and ague.

On the morning of the 22d of September, we got some breakfast, and proceeded. We made the circuit of several small towns this day. At about six, we discovered a kind of fortress on the side of a mountain, over a small town. We advanced with all possible precaution; but, as we approached, it appeared to be a place of little consequence, therefore marched

forward boldly. What we took for the entrance of the town, proved to be only a few straggling houses in the suburbs. When we had passed them we found ourselves close to the gate of a snug little town. Seeing no military or police officers, we advanced without much hesitation; and proceeded right through. After passing the opposite gate, we stopped at a wine house, refreshed ourselves, and was informed the name of the town was Hornberg.* The next halting place was Kriemshieldach, where there was a post house; it was about three or four leagues off, and on the verge of the Black Forest, which we had to march through before we arrived at it. All travellers, they informed us, preferred stopping at Hornberg, to marching through so lonely and disagreeable a place at a late hour; however, we were exceptions to this general rule, and so marched on.

Black Forest is a name very applicable to this dreadful place; I never remember seeing a more dismal, barren, mountainous country; it was formerly infested by banditti; and the Germans, lying concealed here during the late wars, committed great depredations on the French troops in passing through. We met with two or three people only before we arrived at Kriemshieldach. The road on each side was covered with trees, admirably well calculated for robbers.

At about eleven we arrived at the post house; surveyed very attentively the yards, coach-houses, &c. There were no carriages, except a kind of cabriolet, which made us conjecture there were not many strangers; we, therefore, advanced, and rapped at the door; were asked who we were? "Three French travellers who wanted lodgings." The door was opened, and we were shewn up stairs, into the public room. The appearance of the guests there inspired us with confidence. We called for supper, and desired they would prepare our beds; which they did. We supped. Dr. Barclimore had been very much indisposed all day. The family and strangers began a dance; our music was what the Germans called *doodle-sack* (a kind of bag pipe). Waltzing was introduced; the doctor forgot his illness, engaged a partner, and danced in great glee. They all observed what a lively merry people the *French* were! My other companion joined; however, I remained an exception, and never moved from table until we withdrew to go to bed.

In the morning the doctor was scarcely able to move. I found the benefit of having remained quiet, when they were dancing; however, weak as he was, we payed our bill and pursued our route. We had to make the circuit of several large towns. Early in the afternoon, having fallen in with a small village, we halted, refreshed ourselves, and went to bed very early. The doctor was extremely ill, and sorry for having so strenuously supported the French character.

September, 1808. At day-light we proceeded; passed round several towns; and, at eight in the evening, stopped at a small village, and got refreshed. The people were particularly attentive, speaking often in praise of the French nation—they had very frequently some of our countrymen billeted on them. We found we were within three leagues of Guisingen.

* Hornberg, a town of Suabia, in the Black Forest, seated on the Gutlash.

Left Rothwiel* upon the right; and were told we should be early the next day at Tutlingen, where I was in hopes of being favourably received. We were in great spirits; passed the evening pleasantly; and imagined that the principal difficulties were surmounted.

At day-light the next morning (Sunday, September 25) we breakfasted, and passed on towards the much wished-for town. At eleven, we were in sight of it. I proposed to my companions to remain concealed in an adjacent wood, while I went into the town, to try what could be done; they agreed, and we only regretted not having our companion Barclay with us.

I entered the town about noon, and went where I expected some assistance; but, to my great mortification, could obtain none. I returned with these doleful tidings. My companions had been much alarmed for my safety. I assured them there was no danger; and went back again, to use every effort to procure papers. I met the second time with some people, who promised to assist, as much as they possibly could, in promoting my wishes: so returned to the wood after dark, and conducted my poor companions into the town, and placed them up stairs in a friend's tavern; and here we remained concealed, in daily expectation (from promises) of being supplied with what we wanted, until Tuesday, October the 4th; when, with depressed spirits and a light purse, we were conducted, before day-break, on the direct road to Memmingen,† as we had determined to take that course to Salzbourgh. During our stay in this last place we procured an old German map, which we found of material service. About noon, we made the circuit of Maeskirch, keeping about two miles to the right of it.

October, 1808. At one we halted at a small village for some refreshments; were informed that Pfullendorf‡ was about four leagues off. We continued our route, and, by great exertion, passed it by nine o'clock, having numerous rounds to make. We crossed the river Andalspatch, and determined to stop at the first proper place we should meet. We soon discovered a house on the road-side; it appeared to be an inn; we entered and called for some bread and wine, which was all the house afforded. A light-horseman acted as waiter—I did not much approve of his services; he spoke French. We, of course, expected to have beds; but the moment we asked for them they declared they had none. The waiter, however, had the goodness to say, there was some clean straw, where he and his comrades slept every night, and we were welcome to partake of part—he was excessively kind. We returned him many thanks, and proceeded on; having been previously informed, that the next village was about a league distant. I was pleased at having quitted this place—

* Rothwiel, a city of Suabia, lately an imperial city. A mile and a half from it is a famous abbey, where they receive none but noblewomen. It is seated on the Neckar.

† Memmingen, a town of Suabia, defended by art; it has a considerable trade in linen, fustian, cotton, paper, salt, and hops; and is seated on the river Iler.

‡ Pfullendorf, a town of Suabia, seated on the river Andalspatch.

the waiter, I thought, was much too inquisitive. We pursued our route, at least a league, through the centre of a forest; 'tis true the road was a very good one. At last we heard a prodigious shouting a-head, and could not account for such a noise at so late an hour. However, it announced the proximity of a village, perhaps the one that had been described to us. We advanced a pace; the shouting, singing, &c. &c. still continued—we shortly discovered an immense concourse of people of both sexes on the road, coming towards us; they passed us, decorated with ribbands, cockades, &c. from which we concluded it was a festival, or wedding. We now saw the village very plain, and soon arrived; went to the first public-house we could discover, but it was so thronged that they could not receive us. By a great deal of persuasion we prevailed on them to direct us to another; where we got beds and refreshments. There were a great number of police-officers, soldiers, &c. in the first house, but they were so much elated and amused, that they could not attend to make any observations.

We paid excessively dear here for every thing: and in the morning we quitted, and proceeded on towards Waldsee.* At about six in the evening we passed it, leaving it a respectable distance on the right. It appeared to be a snug compact town on the edge of a lake. At eight we stopped at a small village, where we got a bed and supper. At day-light we commenced our march; and, about four in the afternoon we discovered the river Iler, which we had to cross. We were quitting the territory of Wirtemberg, and entering Bavaria. We saw a bridge; but imagined also, that we could distinguish a look-out house, or turn-pike on it, which alarmed us greatly. We tried to find another passage, but failed; so concealed ourselves in a wood until dusk, and then advanced, and crossed the bridge, without any difficulty; there were several houses on each side, but, fortunately, we saw no police officer, or any person that could cause the least apprehension. Continued our route above a league, when we saw a small village, in which we halted for the night. The tavern was thronged with waggoners; got a private room, and went very early to bed; our landlady was a mellow old lady, and an intimate friend of Bacchus.

The doctor had a severe fit of fever here; and, as it behoved us to be very circumspect now in Bavaria, we were fearful we should be under the necessity of quitting our sick companion. In the morning we were happy to find he was much better, and felt able to attempt the day's fatigue. We walked slowly, to prevent harassing him. Stopped at eight, and breakfasted at a small village, about four miles from Memmingen. About noon we passed a very fine palace, on our road towards Kaufbeuren. We halted during the night, at a small village, the people in which were very civil, and our landlady got each of us a shirt washed. The landlord, who was in the last stage of consumption, was a well-informed man, and very inquisitive. We told him we were French travellers going to Kaufbueren, where we had many friends; and from thence, perhaps, we should proceed towards Salzbourgh.

[To be continued.]

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* A town of Suabia, with a castle.

NAVAL LITERATURE.

Oriental Commerce; containing a Geographical description of the principal Places in the East Indies, China, and Japan, with their Produce, Manufactures, and Trade, including the Coasting or Country Trade from Port to Port; also the Rise and Progress of the Trade of the various European Nations with the Eastern World, particularly that of the English East India Company, from the Discovery of the Passage round the Cape of Good Hope to the present Period; with an Account of the Company's Establishments, Revenue, Debts, Assets, &c. at Home and Abroad. Deduced from Authentic Documents, and founded upon practical Experience, obtained in the course of Seven Voyages to India and China, by WILLIAM MILBURN, *Esq. of the Hon. East India Company's Service. Two Volumes Royal 4to. price 6l. 6s. in boards. Published by Black, Parry, and Co. 7, Leadenhall-Street.*

THE Work now before us is dedicated to the Earl of Buckinghamshire. In the preface will be found the author's reasons, and the source from which he has obtained the information contained in his publication.

"The commercial concerns of the extensive countries within the limits of the East India Company's charter are so little known in Great Britain, that any attempt to elucidate them must be always acceptable, but more particularly so at the present time, when the public attention is directed to the consideration of East India affairs.

"The materials of which this work is composed, have been collected during a period of twenty-five years, actively employed in the sea service of the Company, and in commercial pursuits in England immediately connected with it. During the above period, the Author performed seven voyages to and from the East Indies and China, and had the benefit of repeatedly visiting the principal places referred to in the work. These opportunities were well calculated to qualify him for the task he has undertaken; and with what success he has performed it, is now submitted to the judgment of the public. It has been his aim through the whole to render every thing in the numerous subjects it comprehends, as plain and intelligible as possible.

"The geographical and historical matter has been drawn from the best and latest writers, and the Author has endeavoured to be accurate without being too diffuse.

"The statements of the relative value of the coins, weights, and measures, were made from personal observations at the different places the Author has visited, from the authorities of such as have treated on these subjects before him, and from the kind assistance of various friends conversant therein. He has to regret, however, that they are less perfect than he could wish, from the want of a fixed standard even at the principal settlements. Here it may be necessary to remark, that Indian accounts are kept in lacs of one hundred thousand each: thus, 1,234,567*l.* would be stated in rupees 12,34,567:—twelve lacs, thirty-four thousand, five hundred and sixty-seven rupees.

"The statements of duties, and the various regulations in the shipping and commercial departments of the principal settlements, have been brought down to the latest period; and, as observations upon the provisions and refreshments procurable at the various places must be admitted to be essentially necessary to those connected with the commerce of the East Indies, particular care has also been taken to give a correct detail of them.

"The lists of European and other commodities suitable to the markets at the British Presidencies are made up from actual transactions. Those at Bombay will appear more extensive than at the other settlements. The Author's connexions were chiefly there; and the calamitous fire which, a few years since, destroyed the warehouses of the merchants, made the orders from that settlement more numerous. By a reference to these lists it will be seen that there is scarcely an article manufactured in Great Britain, or any other part of Europe, but what is carried in considerable quantities to India in the investments of the commanders and officers in the Company's service.

"The directions for chusing the various productions of India and China are given from the best authorities; and the quantities imported and sold will enable the merchant to ascertain, with a great degree of accuracy, the demand for each article, and the price it has generally borne at the Company's sales.

"The trade from port to port in India, carried on by Native or European merchants resident there, commonly called the Country Trade, is fully shewn by numerous tables: and, from the lists of the articles which compose the imports and exports, it will be seen that the productions of the western hemisphere bear but a very small proportion in this trade.

"The commerce carried on by foreigners with the British settlements is extremely beneficial to the latter, the greater part of the imports consisting of treasure, and the exports of the manufactures of England. The articles imported are principally wines, spirits, naval stores, and metals, interfering in a very small degree with the trade carried on by the East India Company, or the Commanders and Officers in their service.

"In stating the rise and progress of the commerce carried on with India and China by the various nations of Europe, the best authorities have been consulted; and the Author has entered into a detail of their commercial transactions, particularly those of the English, to a much greater extent than has hitherto been done. It was intended to close the account of the English East India Company with a detail of the particular branches of their service at home, the benefits resulting to individuals belonging to their numerous establishments, and the internal arrangement of the various departments; but, as delays have already occurred in the publication of this work, and it seems particularly called for at the present juncture, it has been judged best to give the public that part of it which is now ready, and to reserve what remains for a future opportunity.

"It will easily be seen that a work of this nature required great labour and attention, diligent research, and persevering enquiry, to render it worthy of public attention; and the Author, as he has already stated, has had the advantage of many years' experience. Having thus briefly acquainted the reader with the nature of it, it is only necessary to add, that it was begun, and has been carried on, under circumstances very adverse to such an undertaking; and, should it experience the public patronage, the Author will think himself happy in having contributed to the commercial interests of the empire. A work so arduous and complicated can hardly be thought to be without errors; the Author, therefore, upon this point claims the indulgent candour of his reader."

As our limits will not allow us to devote so much space as we could wish to the remarks we have to offer, we must endeavour to lay the same before our readers, in a very compressed form, as they occur to us on perusing the Volumes, and with our usual impartiality.

The introduction (ciii pages) gives a copious account of the *Rise and Progress of the Commerce between England and the East Indies.* In the second paragraph our author surmises that India was not unknown in very antient times, even *by sea. Quære:* does not our old friend Horace allude to something of the kind when he says,

"Impiger extremos curris mercator ad Indos *per Mare.*"

In tracing the rise and progress of the Commerce between England and the East Indies, Mr. Milburn has shewn great research. He begins with the reign of Henry VII. (An. 1497) and gives an interesting account of the principal events connected therewith, as they occurred, from that period to the present time: we recommend the perusal of the Introduction to our readers, not doubting that it will amply repay them for their trouble, as it furnishes much information that they may probably not be able to obtain, except from the work now before us.

The first Volume is divided into xviii chapters, which are arranged in local order, and giving an historical account of the places at which the East India shipping generally touch in the outward-bound voyage from the Madeiras to Madras, as also of the coins, weights, measures, articles of import and export, port charges and regulations, provisions and refreshments, &c.

There are 8 charts in the first Volume now under consideration, in which, although they are sufficiently useful, the meridian of *London* seems to us ill chosen for any purpose of geography or navigation, because longitude is always computed from some known *point* astronomically determined, like the *Observatory* at Greenwich. Whereas *London* is so wide a field, that it contains no less than 10 minutes of longitude in itself computed from Greenwich; and, for instance, the following positions therein ought to be known to the *Hydrographer* of *Oriental Commerce* to have been astronomically determined; *viz.* travelling westward from Greenwich you come to:—

		′ ″			′ ″
1st.	Spital Square.....	4 20 W.	6th.	Leicester-square ..	7 42 W.
2d.	St. Paul's Cathedral	5 47 W.	7th.	St. James's Church, Piccadilly	8 5 W.
3d.	Christ's Hospital ..	5 51 W.			
4th.	Surry Street	6 45 W.	8th.	Argyle Street	8 19 W.
5th.	Navy Office, (Somerset-place.....	6 54 W.			

We could add many more, but these may suffice whereon to found an inquiry from whence does the author of the frontispiece chart compute his longitude under the arbitrary term "MERIDIAN OF LONDON?" otherwise the simple outline is quite a sufficient companion to the text.

In the chart facing Chap. I. we cannot help noticing a grammatical error too commonly adopted in the denomination of Cape *de* Verde, the real

name being Cape Verde, or in English, Cape Verdant, so called from its appearance: the same remark also applies to Chap. III. p. 17—we merely offer this hint for the author's attention in case he should re-print his work, and which we hope will not be long first.

A list of the coins in circulation at Rio de Janeiro, in South America, is given at pp. 24 and 25, describing the names of the gold and silver ones, with their weight, sterling and current value.—*Quere?* is there not some incongruity between the gold and silver crusados? * or are there two coins so denominated?

An historical account is given in Chap. V. of the Cape of Good Hope, Saldanha Bay, Table Bay, Cape Town, Simon's Town, Mossell Bay, and of Algoa, or Zwartkop's Bay, with a list of the provisions and refreshments, coins, weights, and measures—European articles suitable for the markets—articles for export—the duties—port regulations—hire of waggons and horses, and other information relative to each of these places.

The East Coast of Africa is treated on in Chap. VI. and the Islands off the same coast in Chap. VII.—We extract the mode adopted at St. Augustin's Bay for salting provisions:—"The bullocks were killed in the afternoon, and cut up at two in the morning, salted and put in casks; and about noon taken out, placed on four thick deals supported on casks, then four deals laid over the meat, and large stones or other heavy articles placed thereon, to press out the pickle, &c. for 3 or 4 hours; then salted, packed in clean casks, and headed up. Boiled pickle, with a little saltpetre in it, was, when cold, poured into the casks at the bung-hole, till quite full."

The Islands situate in the Red Sea, or Gulf of Arabia, are described in Chapter VIII. with the articles of import and export, prices of provisions, &c. and instructions respecting the trade from India to Judda, by Mr. J. H. Elmore, which being too long for us to insert, we recommend to the attentive perusal of persons interested therein.

Mokha, the principal port in the Red Sea frequented by Europeans, our author says, was first visited by an English fleet under Sir Henry Middleton, in 1610, having presents from the King to the Basha and Agha, and who was received with all possible marks of distinction and friendship. The civilities of the Turks were intended to ensnare the admiral, and to allure him and his officers on shore, as well as to entice their ships into the harbour; but disappointed in the latter part of their scheme, they fell upon the admiral, killed eight of his attendants, wounded himself and 14 men, and after stripping them, threw them chained into a dungeon. They next made an attempt upon one of the ships, but were repulsed with great loss. Finding that open force could not reduce the ships into their power, they threatened the admiral with death and the torture, if he did not order them to surrender; but Sir Henry, preferring the alternative of torments

* For the numismatic history of Crusado, see N. C. Vol. XXI. p. 389, in Raleigh's Naval Transactions on the Coast of Portugal.

and death to an ignominious life and the loss of honour, bravely defied them, and triumphed over their malice and cruelty. After six months imprisonment, he found means, with most of his attendants, to escape, and arrive at the ships, which had lain in an harbour on the Abyssinian shore. He now had an opportunity of shewing his resentment, which he did accordingly in a message to the Agha—that if he did not instantly release the remaining prisoners, and render ample satisfaction for the damages he had received, the English would sink all the ships in the road, and batter the town about his ears. This menace had its effect; his men and pinnace were set at liberty, and 18,000 reals of eight paid him for damages; after which he proceeded with the fleet to India." After describing the coins, &c. as in preceding chapters, we make an extract of one article of export, whose name has been rendered well known in this country, through the advertising medium of the *renowned Doctor* Solomon.—"BALM OF GILEAD, or balsam of Mecca, is a resinous juice that distils from an evergreen tree, or shrub, growing between Mecca and Medina; it is much used by the Asiatic ladies as a *cosmetic*. The tree is scarce; the best sort is said to exude naturally from it, but the inferior kinds are extracted from the branches by boiling. It is at first turbid and white, of a strong pungent smell, and of a bitter and acrid taste; upon being kept some time, it becomes thin, limpid, of a greenish hue, then of a golden yellow, and at length of the colour of honey. This article, being scarce and valuable, is very liable to adulteration."

Never having seen or tasted Doctor Solomon's *Balm*, makes us incompetent to offer a comparative opinion of its genuine merits; but that the purchasers of it may, if they think proper, satisfy themselves on this head, the practical method for discovering imposture are to be found in Mr. Milburn's 1st Vol. p. 104.

Our author, in Chap. IX. gives every requisite information to traders from the coast of Arabia to the Persian Gulf. In Chap. X. a list of the articles procurable in the Gulf of Persia, with directions how to chuse them. We recommend this chapter to the attention of importers and dealers in drugs.

The settlement of Surat, belonging to the English East India Company, is described at considerable length in the XIIth chapter. By the author's account, in the year 1795-6, the charges of collecting the revenue exceeded the receipts in the sum of 22,700l. 4s.: why should the Company saddle themselves with such an expense?

Having thus far accompanied our author in his voyage from England to Surat, to whom we feel much indebted for the amusement, information, and instruction, we have obtained through his means, the next station we arrive at is, the island of BOMBAY, on which is the seat of government for the western part of India: it is situated in lat. 18° 56′ N. and long. 72° 56′ E: according to the author (for we must observe, that he omits to name his authorities), its length, from north to south is about 6½ miles, and its extreme breadth near the castle about a mile. It is separated from the main land by an arm of the sea, and with the islands Colabah, Salset,

Butcher's Island, Elephanta, and Caranjah, forms one of the most commodious harbours in India.

" The town of Bombay is near a mile long, from the Apollo gate to that of the bazar, and about a quarter of a mile broad in the widest part, from the bunder, or custom-house, across the green to Church gate, which is nearly in the centre of the walls, between the Apollo and bazar gates. There are likewise two marine gates, having commodious wharfs, and cranes built out from each, with a landing-place at the dock-head, for passengers only, under certain regulations. Between the two marine gates is the castle, called Bombay castle, a regular quadrangle, well built of strong hard stone. In one of the bastions is a large tank, or reservoir for water. The fortifications are numerous, particularly towards the sea, and are so well constructed, the whole being encompassed by a broad and deep ditch, which can be flooded at pleasure, that it is now one of the strongest places the Company have in India; besides which there are several forts and redoubts, the principal of which is Mahim, situated at the opposite extremity of the island; so that, properly garrisoned, Bombay may bid defiance to any force that can be brought against it.

" In the centre of the town is a large open space, called the Green, which, in the fine weather season, is covered with bales of cotton, and other merchandise, entirely unprotected: around the green are many large well built and handsome houses. The government house, and the church, which is an extremely neat, commodious, and airy building, are close to each other, on the left of the church gate. On the right of the church gate is the bazar, which is very crowded and populous, and where the native merchants principally reside; at its commencement stands the theatre, a neat handsome structure. This part of the town suffered much by a destructive fire, which broke out in February 1803, and destroyed nearly three-fourths of the bazar, together with the barracks, custom-house, and many other public buildings, and property of immense value belonging to the native merchants. Many houses in the neighbourhood of the castle were battered down by the artillery, to stop the progress of the flames, and preserve the magazine, or, in all probability, the whole town would have been destroyed. Since which period this part of the town has been rebuilt, and the whole much improved, at a considerable expence to the company.

" The dock-yard is large and well contrived, having naval stores of all kinds deposited in warehouses, together with large quantities of timber for repairing and building ships, and forges for all kinds of smith's work. The dry dock has scarce its equal for size or convenience; it has three divisions, and three pair of strong gates, so as to be capable of receiving three ships of the line at the same time. Near the dock is a convenient place to heave down several ships at once, which is done well, and with great expedition. Here is also a rope walk, which, for length, situation, and convenience, equals any in England, that in the king's yard at Portsmouth only excepted; and, like that, it has a covering to protect the workmen; cables, and all sorts of lesser cordage, both of hemp and coir, are manufactured here.

Our readers, under the head Bombay, will find a description of the neighbouring islands, by whom first settled, the inhabitants, their classes, houses of agency, its revenue, &c.

The government of Bombay and its dependencies is vested in a governor

and three councillors, who are under the controul of the government-general of Bengal.

Some useful remarks on the coins of Bombay will be found at pp. 174, 175, 176; and, in the four following pages, lists of the weights and measures used in commerce, with explanations. The next subject noted is, the traffic between Bombay and Surat: extract from Act 33 Geo. III. cap. 52, relative to the East India trade; the terms and conditions under which the East India Company are willing to furnish tonnage, European articles, suitable to the Bombay market, and price current of European goods.

[To be continued.]

Naval Poetry.

MR. EDITOR, *No. 5, Upper East Hayes, Bath, March 7, 1814.*

YOU have, no doubt, read, and will most likely perpetuate in your valuable CHRONICLE, the account of young Whitshed's glorious death,* in the Courier of the 10th ult. as related by Captain Brace, of the Berwick (under whose command he was), to his afflicted father. I knew him well; and such was the promise of his early youth, that had it pleased God to have extended his life, and opportunities had occurred, I have no doubt but that he would have rivalled, in splendid actions, the most distinguished of our naval heroes. As an humble tribute to his worth, I transmit a Cenotaph, concluding with exactly the words that he uttered with his last breath. They shew how gallant a soul he possessed, and how much his country has lost by his premature departure from this world. It will be a melancholy gratification to those, to whom he had made himself very dear, by his private as well as the promise of his public virtues, if you will give what follows a place in the NAVAL CHRONICLE for the ensuing month.

I am, Sir, your most obedient humble servant,

J. B. HAY,
Captain, Royal Navy.

CENOTAPH.

Sacred to the Memory of James Bentinck Hawkins Whitshed, Esq. eldest son of Admiral and Mrs. Whitshed, and late midshipman of H.M.S. Berwick, who was killed, at the head of a few seamen, in the act of boarding a French vessel of war, of considerable force (which was ultimately sunk), on the eleventh of December, 1813, after having assisted in boarding and capturing another national vessel that morning: both having unexpectedly arrived, while the British party, during the preceding night, was on shore,

* See p. 176 of our last Number.

taking possession of a battery and a fortified house, in the port of Negage, in the Mediterranean, while the Berwick was at a distance from the land, having *been driven off by the variable state of the wind.*

What though but eighteen fleeting years on earth
Had nurs'd ingenuous Whitshed's growing worth;
Still he had liv'd to be belov'd by all
Who love the good, and can lament their fall.
His heart was open as the summer's day,
When not a cloud obscures the rising ray;
Kind as the spring, that round the verdant fields
Its beauteous blossoms in abundance yields,
And smiles, in promise of the fruit in store,
When time extends, to make that fruit mature.
His time was short!—and yet his glorious name
Shall live in mem'ry, and be dear to fame;
Nelson, expiring, could have said no more
Than he, whose fate the brave must now deplore.
Leading his band to board his country's foe,
Too true, alas! was aim'd the fatal blow!
The ball had pierc'd the youthful hero's head;
But, e'er to heav'n his gallant spirit fled,
His look display'd a soul despising death!
He cheer'd his men—and with convulsive breath,
Dying, exclaim'd, amid the battle's roar,
"Carry her, if you can!—I am no more."

DULCE DOMUM.

FOR thee the tempest-beaten sailor sighs,
When horrid storms deform the angry skies;
Thy soothing ray, like some fair friendly star,
Cheers the mad frown of elemental war;
Vent'rous for thee, he dares the faithless waste,
Exhausts a youth of toil, in hope to taste,
When life's wild storms exhaust their passing rage,
The sober calm of soft-reposing age.

THE SAILING OF ARGO.

FROM APOLLONIUS RHODIUS.

WIDE round the bark, as glows the solar beam,
The oars wide dashing dart a fiery stream;
The long extended track one foaming white,
As the worn pathway through the wood to sight.
His gallant bark, in this auspicious hour,
Fraught with her hosts, surveys each wond'ring power;

The demi-gods in arms! nor many a maid,
Peliadæ yclept, whose charms display'd,
Smile o'er the mountain's brow, a look forbear
To the dread fabric of Minerva's care;
Nor less enraptur'd view the intrepid band,
Who ply the stubborn oar with conqu'ring hand,
At once sage Chiron, from the heights he lov'd,
(Parental fondness)!) ocean's pathway prov'd;
Bath'd are his feet, as rolls the tide along,
And much his waving arm inspires the throng;
And much benignant, for the warrior prays
A safe return and quiet's happier days;
His wife's affection bore the Pelean boy,
And to the sire upheld his infant joy.—
Now from the winding shore the warriors roll,
When, such the counsell'd thought of Tiphys' soul,
Whose matchless skill the polished helm to guide,
Nor leave the wayward bark to stem the tide;
Fast to the vessel's depth, thy rooted place,
With cords affix'd, they rear thy tow'ring grace,
Thou solid mast; the flutt'ring sail they spread
Wide to th'unbending wood's associate head.
Full breathes the whistling gale! the cable's length
Brac'd to the deck, where boast resistless strength
The well wrought beams, the waves serene they plough,
Wing'd in their course beyond Tisæus' brow.
The sweet musician sweeps the magic lyre,
Chaste Dian's smiles th' ecstatic note inspire;
Thy empire hers, thou promontory strand,
The watchful guardian of Iolcos' land.
The great, the small, promiscuous in their play,
Danc'd o'er the surge the finny nations stray,
They dart innum'rous, radiant to the view,
And here and there a winding maze pursue,
As fleecy myriads o'er the verdant reign
Track the slow footsteps of the guardian swain;
Fill'd with the luxury of nature's treat,
Till evening's fold, the bleating wanderer greet,
Guide of their paths, he careless plods along,
And modulates the shrill pipe's warbled song.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(February—March.)

RETROSPECTIVE AND MISCELLANEOUS.

WE have much satisfaction in announcing to our readers, that since our last retrospective address, the army under the command of Field Marshal the Marquis of Wellington has got possession of the important port and city of BOURDEAUX; and we hope, before another month elapses, to be enabled to place on record the further successes of our gallant countrymen in the capture of other ports belonging to the French.

On the entry of our army into Bourdeaux, the French inhabitants displayed the white flag and cockade, and declared in favour of the Bourbons, issuing at the same time a well-written and spirited address (signed by the Mayor), inviting their countrymen to follow their example.

What effect this address and example of the Bordelaise may have, a few weeks, nay days, may probably decide;—should success attend their endeavours, a *general peace* must be the result; but, on the contrary, should Buonaparte's army prove victorious, and re-possess themselves of Bourdeaux, we tremble for the fate of its inhabitants.

The capture of two French frigates, the Iphigenia and the Alcmene, by the Venerable and Cyane, has been as beneficial to our trade as it was honourable to British valour. As supplementary to the Gazette accounts of this affair, we give the following particulars, collected from private communications:

These frigates escaped from Cherbourg on the 26th of October last. They had proceeded first to cruise off the Western Isles, and next to the coast of Africa, where they made prizes of two Guineamen, which they burnt, after taking out the valuable part of their cargoes, consisting of elephants' teeth, &c. From Africa they sailed to the Canary Isles, in the vicinity of which they took six other prizes. On the 16th January, they were fallen in with by the Venerable, 74, Admiral Durham, Capt. Worth, and the Cyane, being descried from the mast-head of the latter ship early in the morning of that day, and soon ascertained, by their manœuvring, to be enemy's frigates. About half past 6, P. M. the Venerable was sufficiently near to commence firing at the Alcmene, which attempted to run across the Venerable's bow, in order to disable her; but the endeavour was productive of more injury to her than benefit, the Venerable being enabled to close the sooner; when her boarders, springing on the Alcmene's decks, knocked a few of the enemy overboard, and compelled her to strike her colours. During this period the Cyane, under all sail, was nearing the Iphigenia, and saluting her with her bow-chasers; the Iphigenia returning the compliment with her stern-chasers, with such precision, that not a

shot missed the Cyane's sails or rigging. At half past three in the morning of the 17th, the Cyane gave the Iphigenia a broadside, and repeated her fire three times; but at day-light the Iphigenia, perceiving the inferior force she had to cope with, took in her studding-sails, and gave the Cyane several broadsides, without effect, the shot passing either over her mast-heads, or between the masts. The Cyane, undaunted by the size of her opponent, continued to chase until Wednesday the 19th; when, the Venerable and her prize heaving in sight, the Iphigenia lightened herself in every possible way to effect her escape; but the Venerable, being an admirable sailer, closed with her on the morning of the 20th; and, after receiving three broadsides, she shared the fate of her consort. The two frigates, escorted by the Venerable, are gone to Barbadoes, where they will be soon manned; and their arrival in England is expected every day. Nothing could exceed the eagerness of the Cyane's crew to engage the Iphigenia. Every sailor burned with impatience to achieve her conquest. The Iphigenia and Alcmene had captured and destroyed, during their cruise, four English merchantmen, one Spanish, and one Portuguese.

In our extracts from the London Gazette will also be found the interesting account of a naval engagement between the Eurotas, of 38 guns, and La Clorinde French frigate of 44; which terminated in the surrender of the latter, on the Dryad frigate and Achates brig appearing in sight. To that official account we are enabled by our correspondents to add the following authentic detail, some of the particulars of which have not been noticed; and they gratify us, in as much as they exalt, if possible, our almost enthusiastic admiration of the spirit of our naval heroes, from the highest to the humblest rank.

Though the Eurotas had had 20 men killed, and 40 wounded, her gallant commander, Capt. Phillimore, most dangerously wounded in the arm, and was lying upon the water wholly unmanageable, from the loss of her masts, &c.; yet did the remaining part of her brave crew, the instant that the ships separated, commence clearing the decks of the wreck, and rigged up jury-masts, to recommence the action as soon as daylight should appear. This they most dexterously performed—*an exertion that we believe to be unparalleled in British naval history.*

We regret to hear, that Capt. Phillimore's wound is a very dangerous one—a grape-shot in the shoulder. He set, however, a noble example of heroism and fortitude; for although he was wounded early in the action, he refused to quit the deck, or receive any assistance from Mr. Jones, the surgeon—desiring him first to attend to the wounded men. Yet this is the officer upon whom Sir Francis Burdett some time since demanded an inquiry, on a charge of great oppression and inhumanity; which was answered by *proofs*, that, in the instance referred to, Captain Phillimore had shown the utmost moderation; that, in his general conduct, he was dis-

tinguished for his benevolence; and that his government of his ship was marked by such a degree of mildness, as other officers wondered to find consistent with discipline: Lord Cochrane, we think, bore testimony to this.

We have much pleasure in announcing the capture, also, of the Sirius and Sultane French frigates. The former was taken by the Niger and Tagus, off San Antonio, one of the Cape Verde islands. The latter was captured by the Hannibal, and has been brought into Portsmouth. This makes *seven* captured out of the *ten* which ventured to sea; and we trust that we shall shortly hear of the remaining *three*.*

The means which have been some time in preparation, for a more vigorous and powerful prosecution of the war in America, are nearly completed, and on the point of proceeding to Quebec. The Spencer, 74, Capt. Raggett, has the convoy in charge. Four post-captains, eight lieutenants, and 14 midshipmen, are going out to command, under Sir James Yeo. The frigates going out in frame are to be called the Pysche and Prompte; the brigs, Calibre and Goshawk. The Vittoria, and another frigate, are ready for launching on the Lakes. Sir G. Collier has also sailed for the American station, in the Leander, a new ship, of the same tonnage and force, in every respect as the large American frigates.

Sir Samuel Romilly presented a few days ago, to the House of Commons, a petition signed by upwards of 2000 shipwrights, caulkers, sawyers, &c. of the port of London; and Mr. Mellish has since laid before the same House a petition from the master-shipbuilders in the river Thames;† praying that, in future, the ships employed in the China trade should be built in GreatBritain; and that all the India-built ships employed in the trade between India and the United Kingdom, should, on their arrival here, be subject to such a duty on entry, as will protect the various and numerous interests in this country which are connected with and dependent on ship-building. During the last session we observed, that petitions were presented from the following out-ports against India-built ships: Greenock, Liverpool, Lynn, Bideford, Bristol, Newcastle-upon-Tyne, Hull, Ipswich, Sunderland, Whitehaven, Yarmouth, &c. &c.

So great a national question, it is evident, should be disposed of this session, and be no longer driven off by the temporary expedients hitherto adopted; for if it be at all essential, to retain within this kingdom the various mechanics, &c. employed in this branch of naval manufacture, the question should now be settled, and not left open, as at the close of the last war; when, in consequence of the want of employment, upwards of 10,000 shipwrights, caulkers, seamen, and others, emigrated from this country to France, and other parts of the continent.

* While this sheet was at press, a very strong report prevailed, that *two* of them had been captured; viz. L'Etoile and La Terpsichore; the former by the Hebrus, of 36 guns, Capt. Edmund Palmer; the latter by the Majestic, and carried into the Madeiras.

† See N.C. Vol. XXXI. page 185.

On the 14th February, H.M.S. Orestes, Captain Smith, sailed from Plymouth Sound, with Mr. Stevenson, the engineer, employed in the erection of a light-house on the Bell-rock, off the coast of Scotland. Mr. Stevenson is to make a survey of the Wolf Rock, which is a dangerous sunken reef, situated between the Land's End, and the Scilly Islands, and has long formed a great bar to the navigation of the British channel; on which, it is hoped, that it may be found practicable to erect some permanent land-mark, for the safety and protection of the innumerable ships which navigate the Strait.*

Bergen-op-Zoom was always considered to be one of the strongest fortifications in Europe: it has undergone various sieges. In the years 1586 and 1622, it was besieged by the Spaniards, but they made scarcely any impression upon it. About the commencement of the last century, the fortifications were rebuilt by the celebrated Dutch engineer, Cohorn, and it has been justly regarded by all engineers as his master-piece. In 1747, to the astonishment of all Europe, it was taken by the French by storm, after a gallant defence of three months. It was restored at the peace of 1748, and the works were dismantled.

The progress of the Allies in France has caused a very general removal of the prisoners of war; but, we believe, no statement has yet been published, of the precise situation to which they have been transferred.

The following is a list of British prisoners in France:—

At Arras	1800
Longwy, removed to Amiens	1400
Besançon, removing to ditto	1600
Bitche, removing to Sedan	200
Briançon, removing to Maubeuge	1950
Givet, removing to Poictiers	2600
Montly, removing to Autun	1050
Sarrelouis and Sarreliou, removing to Bauchain and Baupsaume	2380
Sisteron, removing to Guise; depot of punishment for sailors and soldiers	300
Cambray	1670
Valenciennes	1600
Verdun	230
	16,890

The Favourite, of 20 guns, Captain John Maxwell, arrived at Portsmouth, from the coast of Africa, has been absent nine months; in the course of which time, she visited all the British settlements on that coast, burnt and destroyed several slave factories on the Rio Pongus, and captured four Portuguese ships, which were found employed in that cruel traffic.

* For Bell Rock, see N.C. XI. 37. 73. XVIII. 154. XXII. 361. XXIV. 193. XXV. 46. XXVIII. 399.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, FEBRUARY 5, 1814.

Copy of a Letter from Captain Shepheard, of H. M. S. Fylla, addressed to Rear-admiral Hargood, Commander-in-chief at Guernsey, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H M.S. Fylla, at Sea, January* 30, 1814.

I HAVE the honour to acquaint you, that this morning at ten, the island of Guernsey bearing S.E. eight leagues, I saw a sail in the S.S.W. and after a chase of four hours captured the French lugger privateer L'Inconnu, of St. Maloes, of 180 tons, pierced for twenty guns, mounting 15, commanded by Gilles Jean Geffroy, with a complement of 124 men, and having 109 on board; attempting resistance, she had her 2d captain and four men killed, and four wounded; Lieutenant W. H. Pearson, first of this ship, and William Read, corporal of marines, are slightly wounded; the lugger is quite new, a very fine vessel, sails well, and is the largest of that class out of St. Maloes, sailed from the Isle Bason on the 27th inst.

I have the honour to be, &c.

Rear-admiral Hargood, &c. WM. SHEPHEARD, Captain.

FEBRUARY 8.

Vessels captured, burnt, or destroyed by his Majesty's Ships and Vessels employed in the Blockade of the Chesapeake, under the Orders of Captain Barrie, of H.M.S. Dragon, between the 6th day of September, 1813, *and the 12th day of January,* 1814.

American sloop Alphonso, of 22 tons, and 3 men, from New York, bound to Charleston, captured by the Lacedemonian, off the Capes, September 7, 1813; cargo taken out and vessel burnt. American sloop Dolphin, of 28 tons, and 5 men, from New York, bound to Charleston, captured by the Lacedemonian, off the Capes, September 8, 1813. American sloop, name unknown, burnt by the Lacedemonian and Mohawk's boats, in King's Creek, September 18, 1813. Three American schooners, names unknown, burnt by the Lacedemonian and Mohawk's boats, in King's Creek, September 23, 1813. American sloop Little Belt, of 18 tons, and 3 men, from New York, bound to Charleston, destroyed by the Armide off the Capes, September 26, 1813; cargo taken out. American sloop Ambition, destroyed by the Acteon, off the Capes, same date; cargo taken out. American schooner Farmer, of 20 tons, and 2 men, from Norfolk, bound to Baltimore, destroyed by the Lacedemonian, up the bay, between the 21st and 30th September, 1813. American schooner Lively John, of 27 tons, and 2 men, from Vienna, bound to Norfolk, destroyed by the Lacedemonian up the bay, between the 21st and 30th September, 1813. American schooner Nancy, of 30 tons, and 2 men, from Vienna, bound to Norfolk, destroyed by the Lacedemonian up the bay, between the 21st and 30th September, 1813. American schooner Halcyon, of 80 tons, and 6 men, from Baltimore, bound to Norfolk, captured by the Lacedemonian up the bay, between the 21st and 30th September, 1813. American schooner, name unknown, destroyed by the Lacedemonian up the bay, between the 21st and 30th September, 1813. American schooner, name unknown, destroyed by the Lacedemonian up the bay, between the 21st and 30th September, 1813. American sloop

Eliza, of 60 tons, and 4 men, from New York, bound to Savannah, captured by the Armide off the Capes, October 23, 1813. American schooner Circe, of 7 tons, and 3 men, from New York, bound to Charleston, captured by the Actæon off the Capes, October 23, 1813. American brigantine, name unknown, of 110 tons, burnt in the Potowmac by the boats of the Dragon and Sophie, October 27, 1813. American schooner, name unknown, burnt in the Potowmac by the boats of the Dragon and Sophie, October 30, 1813. American schooner Two Brothers, of 70 tons, and 3 men, from Kinsail, bound to Norfolk, captured by the Sophie and boats in the Potowmac, same date; cargo taken out, vessel destroyed. American schooner Gannet, of 36 tons, and 2 men, from Baltimore, bound to Norfolk, captured by the Sophie and boats in the Potowmac, October 31, 1813; cargo taken out, vessel destroyed. American schooner Minerva, of 29 tons, and 3 men, captured by the Sophie and boats in the Potowmac, same date; cargo taken out, vessel destroyed. American schooner Alexander, of 90 tons, captured by the Dragon's boats in the Potowmac, November 5, 1813. American schooner John, of George Tower, of 36 tons, captured by the Dragon's boats in the Potowmac, same date. American sloop Quintessence, of 60 tons, captured by the Dragon's boats in the Potowmac, same date. American schooner, name unknown, burnt by the Sophie in the Chesapeake, November 6, 1813. American sloop Franklin, of 12 tons, and 2 men, from New York, bound to South Carolina, captured by the Sophie off the Capes, November 14, 1813. American schooner Gleaner, from New York, bound to Charleston, captured by the Armide off the Capes, same date. American sloop Liberty, destroyed by the Armide off the Capes, November 15, 1813. American schooner Harmony, of 25 tons, and 5 men, captured by the Lacedemonian off the Capes, same date. American sloop Betsey, captured by the Lacedemonian off the Capes, November 16, 1813. American schooner, name unknown, of 50 tons, from Norfolk, burnt by the Sophie up the Bay, November 17, 1813. American schooner Bee, of 21 tons, and 4 men, from New York, bound to Charleston, burnt by the Lacedemonian off the Capes, November 19, 1813. American sloop, name unknown, burnt by the Sophie off Smith's Island, same date; not reported. American schooner Regulator, of 80 tons, and 4 men, from Norfolk, bound to Portland, captured by the Dragon's guard-boat, running out, November 22, 1813. American schooner Sukey, of 80 tons, and 6 men, from Norfolk, bound to Baltimore; sunk from a leak sprung in her hold at night. American sloop New York, of 28 tons, and 4 men, from New York, to Norfolk, captured by the Sophie and Actæon, up the Bay, New York, between the 22d and 28th November, 1813. American schooner Phœbe, of 48 tons, and 5 men, destroyed by the Sophie and Actæon up the Bay, New York, between the 22d and 28th November, 1813. American sloop Caroline, of 45 tons, and 4 men, captured by the Sophie and Actæon up the Bay, New York, between the 22d and 28th November, 1813. American schooner Fredericksburgh, of 38 tons, and 2 men, captured by the Sophie and Actæon up the Bay, New York, between the 22d and 28th November, 1813. American sloop Polly, burnt by the Sophie and Actæon up the Bay, New York, between the 22d and 28th November, 1813. American schooner Peggy, burnt by the Sophie and Actæon up the Bay, between the 22d and 28th November, 1813. American schooner Lucy and Sally, of 48 tons, and 4 men, from Fredericksburgh, bound to Onnacohe, captured by the Sophie and Actæon up the Bay, between the 22d and 28th November, 1813. American schooner Poor Jack, of 26 tons, and 3 men, from Fredericksburgh, bound to Onnacohe, captured by the Sophie and Actæon up the Bay, between the 22d and 28th November, 1813. Spanish schooner, name unknown, of 110 tons, and 6 men, from Norfolk, bound to Havan-

nah, captured by the Dragon's boat, attempting to run out, November 30, 1813. American schooner Caroline, of 73 tons, and 6 men, from Norfolk, bound to Havannah, captured by the Dragon's boat, attempting to run out, December 3, 1813. American schooner, name unknown, burnt by the Armide off the Capes, December 7, 1813. American schooner Republican, of 43 tons, and 4 men, from New York, bound to Norfolk, captured by the Dragon's boats off the Capes, same date. American schooner Peggy, of 5 tons, and 2 men, from New York, bound to Norfolk, captured by the Dragon's boats off the Capes, same date. American schooner, name unknown, burnt by the Dragon's boats off the Capes, same date. American schooner Teacher, of 25 tons, and 5 men, from New York, bound to Wilmington, captured by the Dragon's boats off the Capes, December 10, 1813. American schooner Mariner, of 44 tons, and 4 men, from Salem, bound to Norfolk, captured by the Dragon's boats off the Capes, December 11, 1813. American schooner Sukey, from Norfolk, bound to Baltimore, captured by the Armide off the Bay, same date. American schooner, name unknown, of 37 tons, burnt by the Sophie and Actæon off the Bay, same date. American schooner Erie, of 73 tons, and 9 men, from Havannah, bound to Baltimore, captured by the Sophie and Actæon off the Bay, December 12, 1813. Two American schooners, names unknown, one of 25 tons, the other 60 tons, burnt by the Sophie and Actæon off the Bay, same date. American schooner Little Ealnea, of 59 tons, and 2 men, from Charleston, bound to Baltimore, burnt by the Sophie and Actæon, December 16, 1813. American sloop, name unknown, of 69 tons, burnt by the Sophie and Actæon off the Bay, same date. American schooner Phœbe, of 64 tons, and 3 men, from Baltimore, bound to Savannah, captured by the Dragon's boat running out, December 17, 1813. American schooner Sea Flower, of 66 tons, and 4 men, from Baltimore, bound to Savannah, captured by the Actæon off the Capes, having escaped the boats, same date. American schooner Antelope, of 69 tons, from Charleston, bound to Baltimore, burnt by the Sophie up the Bay, same date. American sloop, name unknown, of 24 tons, from Norfolk, bound to Baltimore, burnt by the Dragon's boat off Smith's Island, same date. Three small craft, destroyed by the Actæon off the Capes, not reported. American sloop Sampson, of 80 tons, and 5 men, from Richmond, bound to New York, captured by the Erie tender, Lieutenant Douglas, off the Capes, December 18, 1813. American schooner George, of 105 tons, and 11 men, from Baltimore, bound to Havannah, captured by the boats of the Dragon running out, December 22, 1813. American schooner Michael and Eliza, of 105 tons, and 9 men, from Baltimore, bound to Havannah, captured by the boats of the Dragon running out, same date. American schooner Atalanta, of 149 tons, 1 gun, and 15 men, from Baltimore, bound to San Domingo, captured by the boats of the Dragon running out, same date. American schooner, name unknown, of 9 tons, burnt by the Dragon's boat off Smith's Island, same date. American schooner Tartar, of 300 tons, 18 guns, and 75 men, run on shore near Cape Henry by the Dragon's boats, and burnt. American schooner Express, of 150 tons, and 40 men, run on shore near Cape Henry by the Dragon's boats, and burnt. American brig George, of 240 tons, from Baltimore, bound to Lisbon, captured by the Sophie and Actæon up the Bay, December 23, 1813. American brig Betsey, of 249 tons, from Baltimore, bound to Lisbon, captured by the Sophie and Actæon up the Bay, same date. American schooner Packet, of 30 tons, and 4 men, from Boston, bound to Savannah, captured by the Armide off the Capes, same date. American ship Mary Ann, of 250 tons, and 13 men, from the South Seas, bound to Nantucket, captured by the Sophie off the Capes, December 26, 1813. American schooner, name

unknown, of 31 tons, run on shore near Cape Henry by the Dragon's boat, and burnt, December 28, 1813. American schooner, name unknown, of 54 tons, burnt by the Dragon's boat under Cape Charles, at anchor, December 29, 1813. American sloop, name unknown, of 51 tons, burnt by the Dragon's boat under Cape Charles, at anchor, same date. American schooner Friends, of 49 tons, and 4 men, bound to Norfolk, destroyed by the Eric, Lieutenant Douglas, on the beach near Cape Henry, January 6, 1814. American schooner Pioneer, of 320 tons, 17 guns, and 170 men, from Baltimore, on a cruise, destroyed by the Sophie up the Bay, December 31, 1813.

ROBERT BARRIE,
Captain and Senior Officer.

COLONIAL DEPARTMENT.

DOWNING-STREET, FEBRUARY 8, 1814.

Despatches, of which the following are copies, have been this day received from Lieutenant-general Sir G. Prevost, Bart. addressed to Earl Bathurst, one of his Majesty's principal Secretaries of State.

MY LORD, *Head-Quarters, Montreal, December* 12, 1813.

Having had the honour to report to your Lordship, on the 30th of October and the 15th November last, the affairs which took place between his Majesty's forces and the American armies, led on by Major-general Hampton and Major-general Wilkinson, I have now the satisfaction to inform your Lordship, that the signal defeats experienced by the enemy on the Chateauguay River, in Lower Canada, and near Chrystler's Farm, in Upper Canada, have relieved both provinces from the pressure of the armies invading them, and have obliged the divisions of General Hampton and General Wilkinson to retire to their own territory, and seek for winter quarters, under circumstances so highly disadvantageous as to have produced in both of them discontent, desertion, and disease.

The well-timed appearance of a small regular force in General Wilkinson's front, which I had pushed forward from the Coteau de Lac to support and give confidence to the Glengarry and Stormont militia, very shortly after the severe lesson his vanity had received from the corps of observation, operating so powerfully as to induce him to commence a precipitate retreat from our shore to St. Regis, and up the Salmon River, and to abandon his avowed project, of passing his winter in Montreal.

It appears the American army, upon arriving at the French Mills, which are situated on the Salmon River, about six miles from its mouth, proceeded to dismantle their river craft and gun-boats, and to arrange on shore, round their block-house, a most cumbersome train of artillery, for the preservation of which the whole of Major-general Wilkinson's infantry is retained in tents and huts, at this most inclement season of the year, until the winter roads should be sufficiently established to enable him to retire his guns to Platsburg.

A rapid succession of severe frost, light snow, and sudden thaw, to which the American army has been so long and so much exposed, has made it impossible for me to execute any enterprize against it, without risking more than my means could justify.

A division of gun-boats, with a detachment of troops, which I had ordered on the 1st of this month to advance into Lake Champlain, for the purpose of molesting General Hampton's division, succeeded in burning an extensive building lately erected near Platsburg, as a dépôt magazine; some batteaux, together with the ammunition, provisions, and stores found in it, were either brought away or destroyed.

The severity of the weather obliged Captain Pring, of the royal navy, under whose command I had placed the expedition, to return to the Isle aux Noix on the 5th; in effecting which, he was obliged to cut a channel for his boats through several miles of ice. The enemy's troops were in considerable number in the vicinity of Platsburg, but no attempt was made to annoy our force employed on this occasion.

In Upper Canada a conjoint attack on Burlington Heights, planned by Major-general Harrison and Commodore Chauncey, has been frustrated by the lateness of the season and severity of the weather.

I have the honour to be, &c.

GEORGE PREVOST.

MY LORD, *Head-Quarters, Montreal, 25th Nov.* 1813.

I have the honour to transmit to your Lordship, copy of a letter from Commodore Sir James Yeo, together with Captain Barclay's official account of the action on Lake Erie, referred to in my despatch to your Lordship of 22d September and 8th October last. I am happy to be able to add, that Captain Barclay is recovering of his wounds, and that there is a prospect of his valuable life and services being preserved for the benefit of his country. I have the honour to be, &c.

GEORGE PREVOST.

The Right Honourable Earl Bathurst, &c.

SIR, *H.M.S. Wolfe, at Kingston, November* 15, 1813.

I yesterday received Captain Barclay's official statement of the ill-fated action in Lake Erie, and as your Excellency must wish to be informed of every particular, I have the honour to enclose a copy of the same; it appears to me, that though his Majesty's squadron were very deficient in seamen, weight of metal, and particularly long guns, yet the greatest misfortune was the loss of every officer, particularly Captain Finnis, whose life had it been spared, would, in my opinion, have saved the squadron.

I have the honour to be, &c.

James Lucas Yeo

His Excellency Sir George Prevost, Bart. Commodore.
Governor and General-in-Chief.

His Majesty's late Ship Detroit, Put-in Bay, Lake Erie,
SIR, *September* 12, 1813.

The last letter I had the honour of writing to you, dated the 6th instant, I informed you, that unless certain intimation was received of more seamen being on their way to Amherstburg, I should be obliged to sail with the squadron, deplorably manned as it was, to fight the enemy (who blockaded the port) to enable us to get supplies of provisions and stores of every description; so perfectly destitute of provisions was the post, that there was not a day's flour in store, and the crews of the squadron under my command were on half allowance of many things, and when that was done there was no more. Such were the motives which induced Major-general Proctor (whom by your instructions I was directed to consult, and whose wishes I was enjoined to execute, as far as related to the good of the country) to concur in the necessity of a battle being risked, under the many disadvantages which I laboured, and it now remains for me the

most melancholy task to relate to you the unfortunate issue of that battle, as well as the many untoward circumstances that led to that event.

No intelligence of seamen having arrived, I sailed, on the 9th instant, fully expecting to meet the enemy next morning, as they had been seen among the islands; nor was I mistaken: soon after daylight they were seen in motion in Put-in-Bay, the wind then at south-west, and light, giving us the weather-gage. I bore up for them, in hopes of bringing them to action among the islands, but that intention was soon frustrated, by the wind suddenly shifting to the south-east, which brought the enemy directly to windward.

The line was formed according to a given plan, so that each ship might be supported against the superior force of the two brigs opposed to them. About ten the enemy had cleared the islands, and immediately bore up, under easy sail, in a line abreast, each brig being also supported by the small vessels. At a quarter before twelve I commenced the action, by firing a few long guns; about a quarter past the American commodore, also supported by two schooners, one carrying four long twelve-pounders, the other a long thirty-two and twenty-four-pounder, came to close action with the Detroit; the other brig of the enemy, apparently destined to engage the Queen Charlotte, supported in like manner by two schooners, kept so far to windward as to render the Queen Charlotte's twenty-pounder carronades useless, while she was, with the Lady Prevost, exposed to the heavy and destructive fire of the Caledonia and four other schooners, armed with long and heavy guns, like those I have already described.

Too soon, alas! was I deprived of the services of the noble and intrepid Captain Finnis, who soon after the commencement of the action fell, and with him fell my greatest support; soon after Lieutenant Stokes, of the Queen Charlotte, was struck senseless by a splinter, which deprived the country of his services at this very critical period.

As I perceived the Detroit had enough to contend with, without the prospect of a fresh brig, Provincial Lieutenant Irvine, who then had charge of the Queen Charlotte, behaved with great courage, but his experience was much too limited to supply the place of such an officer as Captain Finnis, hence she proved of far less assistance than I expected.

The action continued with great fury until half-past two, when I perceived my opponent drop astern, and a boat passing from him to the Niagara (which vessel was at this time perfectly fresh), the American commodore seeing that as yet the day was against him (his vessel having struck soon after he left her), and also the very defenceless state of the Detroit, which ship was now a perfect wreck, principally from the raking fire of the gun-boats, and also that the Queen Charlotte was in such a situation, that I could receive very little assistance from her, and the Lady Prevost being at this time too far to leeward, from her rudder being injured, made a noble, and, alas! too successful an effort to regain it, for he bore up, and, supported by his small vessels, passed within pistol-shot, and took a raking position on our bow; nor could I prevent it, as the unfortunate situation of the Queen Charlotte prevented us from wearing; in attempting it we fell on board her; my gallant first lieutenant, Garland, was now mortally wounded, and myself so severely, that I was obliged to quit the deck. Manned as the squadron was, with not more than fifty British seamen, the rest a mixed crew of Canadians and soldiers, and who were totally unacquainted with such service, rendered the loss of officers more sensibly felt, and never in any action was the loss more severe; every officer commanding vessels, and their seconds, was either killed, or wounded so severely, as to be unable to keep the deck.

Lieutenant Buchan, in the Lady Prevost, behaved most nobly, and did

every thing that a brave and experienced officer could do in a vessel armed with twelve-pound carronades, against vessels carrying long guns. I regret to state, that he was severely wounded. Lieutenant Bignell, of the Dover, commanding the Hunter, displayed the greatest intrepidity; but his guns being small (two, four, and six-pounders), he could be of much less service than he wished.

Every officer in the Detroit behaved in the most exemplary manner. Lieutenant Inglis shewed such calm intrepidity, that I was fully convinced that, on leaving the deck, I left the ship in excellent hands; and for an account of the battle after that, I refer you to his letter which he wrote me, for your information.

Mr. Hoffmeister, purser of the Detroit, nobly volunteered his services on deck, and behaved in a manner that reflects the highest honour on him. I regret to add, that he is very severely wounded in the knee.

Provincial Lieutenant Purvis, and the military officers, Lieutenants Garden, of the Royal Newfoundland Rangers, and O'Keefe, of the 41st regiment, behaved in a manner which excited my warmest admiration; the few British seamen I had, behaved with their usual intrepidity, and as long as I was on deck the troops behaved with a calmness and courage, worthy of a more fortunate issue to their exertions.

The weather gage gave the enemy a prodigious advantage, as it enabled them not only to choose their position, but their distance also, which they did in such a manner as to prevent the carronades of the Queen Charlotte and Lady Prevost from having much effect; while their long guns did great execution, particularly against the Queen Charlotte.

Captain Perry has behaved in a most humane and attentive manner, not only to myself and officers, but to all the wounded.

I trust that although unsuccessful, you will approve of the motives that induced me to sail under so many disadvantages, and that it may be hereafter proved that, under such circumstances, the honour of his Majesty's flag has not been tarnished.

I enclose the list of killed and wounded.

I have the honour to be, &c.

R. H. BARCLAY,
Commander, and late Senior Officer.

SIR, *His Majesty's late Ship Detroit, September* 10, 1813.

I have the honour to transmit you an account of the termination of the late unfortunate battle with the enemy's squadron.

On coming on the quarter-deck, after your being wounded, the enemy's second brig, at that time on our weather beam, shortly afterwards took a position on our weather bow, to rake us, to prevent which, in attempting to wear, to get our starboard broadside to bear upon her, a number of the guns of the larboard broadside being at this time disabled, fell on board the Queen Charlotte, at this time running up to leeward of us; in this situation the two ships remained for some time. As soon as we got clear of her, I ordered the Queen Charlotte to shoot ahead of us if possible, and attempted to back our fore-top-sail to get astern, but the ship laying completely unmanageable, every brace cut away, the mizen-top-mast and gaff down, all the other masts badly wounded, not a stay left forward, hull shattered very much, a number of the guns disabled, and the enemy's squadron raking both ships ahead and astern, none of our own in a situation to support us, I was under the painful necessity of answering the enemy, to say we had struck, the Queen Charlotte having previously done so.

I have the honour to be, &c.

To Captain Barclay, &c. GEORGE INGLIS.

A Statement of the Force of his Majesty's Squadron on Lake Erie, and that of the United States.

BRITISH SQUADRON.

Detroit.—2 long twenty-four-pounders, 1 long eighteen-pounder, 6 long twelve-pounders, 8 long nine-pounders, 1 twenty-four-pounder carronade, 1 eighteen-pounder carronade.

Queen Charlotte.—3 long twelve-pounders, 14 twenty-four-pounder carronades.

Lady Prevost.—3 long nine-pounders, 10 twelve-pounder carronades.

Hunter.—2 long six-pounders, 4 long four-pounders, 2 long two-pounders, 2 twelve-pounder carronades.

Little Belt.—1 long nine-pounder, 2 long six-pounders.

Chippeway.—1 long nine-pounder.

UNITED STATES SQUADRON.

Lawrence.—2 long twelve-pounders, 18 thirty-two-pounder carronades.

Niagara.—2 long twelve-pounders, 18 thirty-two-pounder carronades.

Caledonia.—2 long twenty-four-pounders, 1 thirty-two-pounder carronade; all on pivots.

Ariel.—4 long twelve-pounders; all on pivots.

Summers.—1 long twenty-four-pounder, 1 thirty-two-pounder carronade; all on pivots.

Porcupine.—1 long thirty-two-pounder, on a pivot.

Tigress.—1 long thirty-two-pounder, on a pivot.

Scorpion.—1 long thirty-two-pounder, 1 twenty-four-pounder; all on pivots.

Trip.—1 long twenty-four-pounder, on a pivot.

(A true copy.) R. H. BARCLAY, Commander.

A List of Killed and Wounded in his Majesty's Ships and Vessels in an Action with the American Squadron on Lake Erie, the 10th September, 1813.

3 officers, 38 men, killed; 9 officers, 85 men, wounded.
Total.—41 killed; 94 wounded.

Names of Officers Killed and Wounded.

Lieutenant James Garden, Royal Newfoundland regiment, killed.

DETROIT.—*Killed*—First Lieutenant John Garland.

Wounded.—Captain R. H. Barclay, dangerously; J. R. Hoffmeister, purser, dangerously.

QUEEN CHARLOTTE.—*Killed*—Captain Robert Finnis.

Wounded—First Lieutenant James Stokoe, severely; James Foster, midshipman, slightly.

LADY PREVOST.—*Wounded*—Lieutenant Edward Buchan, commanding, dangerously; First Lieutenant F. Rolette, severely.

HUNTER.—*Wounded*—Lieutenant George Bignell, commanding, severely; Henry Gateshill, master's-mate, slightly.

CHIPPEWAY.—*Wounded*—Master's-mate, J. Campbell, commanding, slightly.

R. H. BARCLAY,
Commander, and late Senior Officer.

FEBRUARY 12.

Copy of a Letter from Captain Carter, of his Majesty's Sloop Thracian, addressed to Vice-admiral Foley, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *His Majesty's Sloop Thracian, Downs, February* 8, 1814.

His Majesty's sloop under my command, captured, yesterday afternoon, a French lugger privateer, L'Emile, of 14 guns, and 42 men, of and from St. Valery en Caux, out three days, during which time she had not made a capture. I have the honour to be, &c.

JOHN CARTER, Commander.

To Vice-admiral Foley, &c.

FEBRUARY 26.

Copies of three letters received at this office, from Rear-admiral Durham, commander-in-chief of his Majesty's ships and vessels at the Leeward Islands, addressed to John Wilson Croker, Esq.

SIR, *Venerable, at Sea, December* 31, 1813.

I have to acquaint you, for their Lordships' information, that in the execution of my orders, the Venerable this day captured the French letter of marque brig Le Jason, of 264 tons, pierced for 22 guns, but mounting only 14, twelve of which had been thrown overboard in the chase. She left Bourdeaux five days since, bound for New York, with a cargo composed of silks, wines, and other articles of merchandise: sixty-four persons were found on board, ten of whom are passengers; this is the first time of her having been at sea. She is a fine new vessel, copper-bottomed, and sails so well that I take her under protection to Barbadoes, for adjudication. I have the honour to be, &c.

J. W. Croker, Esq. P. C. DURHAM, Rear-admiral.

SIR, *Venerable, at Sea, January* 16, 1814.

I have the satisfaction of stating, that this day, at nine A.M. the Cyane made the signal for two strangers in the north-east, which were immediately given chase to, and owing to the very superior sailing of the Venerable, I was enabled to come up within gun-shot of them at the close of the day, leaving the Cyane far astern. On ranging up with the leewardmost (the night was too dark to distinguish her colours), desirous of saving her the consequences of so unequal a contest, I hailed her twice to surrender, but the evasive answer returned, obliged me to order the guns to be opened, as they would bear; upon this the enemy immediately put his helm up, and, under all sail, laid us on board, for which temerity he has suffered most severely.

The promptitude with which Captain Worth repelled the attempt to board, was not less conspicuous than the celerity with which he passed his men into the enemy's frigate, and hauled down her ensign. I have much pleasure in naming the petty officers who distinguished themselves on this occasion, Messrs. Maltman, Walker, and Knevill, master's mates, and Mr. Grey, midshipman.

This ship proves to be the Alcmene, a beautiful French frigate, of 44 guns, having a complement, at the commencement of the action, of 319 men, commanded by Captain Ducrest de Villeneuve, an officer of much merit, and who was wounded at the time of boarding.

To his determined resistance, aided by the darkness of the night, the other frigate for the present owes her escape, but I have every hope that the Cyane will be enabled to observe her until I have shifted the prisoners,

and repaired the trifling injury done to the rigging, during the period of the enemy being on board.

Our loss consists of two seamen killed, and four wounded; that of the enemy two petty officers and thirty seamen killed, and fifty wounded.

Lieutenant George Luke, whom I have placed in the frigate, is an old and very deserving officer, who has served twenty years under my command. I have, &c.

J. W. Croker, Esq. P. C. DURHAM, Rear-admiral.

SIR, *Venerable, at Sea, January* 20, 1814.

It affords me much pleasure to communicate to you, for their Lordships' information, the capture of the French frigate that escaped on Sunday night.

The vigilance of Captain Forrest enabled him to keep sight of her during the night, and two following days, when, having run 153 miles, in the direction I judged the enemy had taken, the Venerable's superior sailing gave me the opportunity of again discovering the fugitive, and, after an anxious chase of nineteen hours, to come up with and capture.

She is named the Iphigenia, a frigate of the largest class, commanded by Captain Emerie, having a complement of 325 men, and, like her consort the Alcmene, perfectly new.

Every means to effect her escape were resorted to, the anchors being cut away, and her boats thrown overboard.

On our coming up we had run the Cyane out of sight from the mast-head.

These frigates sailed in company from Cherbourg on the 20th October last, and were to cruise for six months.

It becomes me now to notice the very meritorious conduct of Captain Forrest, not only in assiduously keeping sight, but repeatedly offering battle to a force so superior; nor less deserving of my warmest approbation is Captain Worth, of this ship, whose indefatigable attention during the many manœuvres attempted by the enemy in this long and arduous chase, was equalled only by the exemplary behaviour of every officer and man under his command. I have the honour to be, &c.

J. W. Croker, Esq. P. C. DURHAM, Rear-admiral.

Copy of a Letter from Captain Dundas, of H. M. S. Pyramus, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

MY LORD, *H. M. S. Pyramus, 18th February,* 1814.

The French privateer schooner La Ville de L'Orient, of 14 guns, and 97 men, was captured this day by the frigate under my command.

She is only two months off the stocks, five days out, and has taken nothing. I have the honour to be, &c.

J. W. D. DUNDAS, Captain.

The Right Hon. Admiral Lord Keith, K.B.

MARCH 5.

Copy of a Letter from Admiral Lord Keith, K.B. to John Wilson Croker, Esq. dated on board H.M.S. York, in Cawsand Bay, the 2d inst.

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Phillimore, reporting the capture of La Clorinde French frigate, after a most severe conflict, on the evening of the 25th ultimo, between her and the Eurotas; an action which reflects the highest honour upon the bravery and pro-

fessional skill of Captain Phillimore and his officers, and upon the valour and good conduct of his crew. Captain Phillimore has been severely wounded on the occasion, but I entertain a flattering hope that his Majesty's service, and the country at large, will not long be deprived of the services of so valuable an officer. I have the honour to be, &c.

KEITH, Admiral.

MY LORD, *H.M.S. Eurotas, Plymouth Sound, March* 1, 1814.

I have the honour to inform your Lordship, that H.M.S. under my command, parted company from the Rippon on Monday night, the 21st ult. in chase of a vessel which proved to be a Swedish merchant ship, and on Friday the 25th, in endeavouring to rejoin the Rippon, being then in latitude 47° 40′ N. and longitude 9° 30′ W. we perceived a sail upon the lee beam, to which we gave chase. We soon discovered her to be an enemy's frigate, and that she was endeavouring to out manœuvre us in bringing her to action; but having much the advantage in sailing (although the wind had unfortunately died away), we were enabled at about five o'clock to pass under her stern, hail her, and commence close action.

When receiving her broadside and passing to her bow, our mizen-mast was shot away. I then ordered the helm to be put down to lay her aboard, but the wreck of our mizen-mast lying on our quarter, prevented this desirable object from being accomplished.

The enemy just passed clear of us, and both officers and men of the Eurotas renewed the action with the most determined bravery and resolution, while the enemy returned our fire in a warm and gallant manner. We succeeded in raking her again, and then lay broadside to broadside; at 6. 20. our main-mast fell by the board, the enemy's mizen-mast falling at the same time; at 6. 50. our foremast fell, and the enemy's main-mast almost immediately afterwards. At ten minutes after seven she slackened her fire, but having her foremast standing, she succeeded with her foresail in getting out of range. During the whole of the action we kept up a heavy and well-directed fire; nor do I know which most to admire, the seamen at the great guns, or the marines with their small-arms, they vying with each other who should most annoy the enemy.

I was at this time so much exhausted by the loss of blood, from wounds I had received in the early part of the action from a grape shot, that I found it impossible for me to remain any longer upon deck. I was, therefore, under the painful necessity of desiring Lieutenant Smith (first lieutenant) to take command of the quarter-deck, and to clear the wreck of the foremast and main-mast, which then lay nearly fore and aft the deck, and to make sail after the enemy; but, at the same time, I had the satisfaction of reflecting, that I had left the command in the hands of a most active and zealous officer.

We kept sight of the enemy during the night, by means of boat sails and a jigger on the ensign staff; and before twelve o'clock the next day, Lieutenant Smith reported to me, that, by the great exertions of every officer and man, jury-courses, top-sails, stay-sails, and spanker, were set in chase of the enemy, who had not even cleared away his wreck, and that we were coming up with her very fast, going at the rate of six and a half knots; that the decks were perfectly clear; and that the officers and men were as eager to renew the action as they were to commence it; but, to the great mortification of every one on board, we perceived two sail on the lee bow, which proved to be the Dryad and Achates, and they having crossed the enemy (we only four or five miles distant) before we could get up to her, deprived us of the gratification of having her colours hauled down to us.

The enemy's frigate proved to be the Clorinde, Captain Dennis Legard,

mounting 44 guns, with four brass swivels in each top, and a complement of 360 picked men.

It is with sincere regret I have to state that our loss is considerable, having twenty killed and forty wounded; and I most sincerely lament the loss of three fine young midshipmen, two of whom had served the whole of their time with me, and who all promised to be ornaments to the service.—Among the wounded is Lieutenant Foord, of the royal marines, who received a grape shot in his thigh, while gallantly heading his party.

I learn from Monsieur Gerrard, one of the French officers, that they calculate their loss on board the Clorinde at 120 men. It is therefore unnecessary for me to particularize the exertions of every individual on board this ship, or the promptness with which every order was put into execution by so young a ship's company: but I must beg leave to mention the able assistance which I received from Lieutenants Smith, Graves, Randolph, and Beckham, Mr. Beadnell, the master, and Lieutenants Foord and Connell, of the royal marines; the very great skill and attention shewn by Mr. Thomas Cooke Jones, surgeon, in the discharge of his important duties; the active services of Mr. J. Bryan, the purser, and the whole of the warrant officers, with all the mates and midshipmen, whom I beg leave most strongly to recommend to your Lordship's notice.

I enclose a list of the killed and wounded, and have the honour to be, &c.

Admiral Lord Keith, K.B. J. PHILLIMORE, Captain.

A List of Killed and Wounded on board H.M.S. Eurotas, in an Action with the French Frigate Clorinde, on the 25th February, 1814.

Killed.—Mr. Jeremiah Spurking, midshipman; Mr. Charles Greenway, ditto; Mr. J. T. Vaughan, volunteer first class; W. Logan, quarter-master; Rudolph Jansenbus, able seaman; Wm. Johnston (1), landman; John Bell, ordinary seaman; Robert Brown, ditto; Ed. Meadows, ditto; John Neil, able seaman; Robert Crawford, ordinary seaman; John Hawse, landman; George Fox, able seaman; John Gribble, landman; Robert Barber, ditto; John Buxton, serjeant marines; Carle Hayne, private marine; Wm. Rodgers, ditto; Richard Artis, ditto; Chapman Hardick, supernumerary boy second class.

Wounded.—J. Phillimore, Esq. captain, severely; J. R. Brigstocke, midshipman, slightly; T. Hutchinson, quarter-master, severely; Andrew White, captain of the fore-top, ditto; George Ansell, ordinary seaman, ditto; Martin Vanduplaus, able seaman, ditto; Robert Cobley, captain of the main top, slightly; John Hughes (2), severely; Frs. Foley, able seaman, ditto; John Skitton, able seaman, slightly; Jeremiah Lee, ordinary seaman, severely; Edward Owens, landman, slightly; William Bromley, ordinary seaman, severely; William Evans, able seaman, slightly; —— Petrie, ordinary seaman, severely; —— Chisnell, able seaman, slightly; Leonard Smith, able seaman, ditto; John Forster, ordinary seaman, severely; George Wright, able seaman, slightly; Wm. Johnston (2), ordinary seaman, severely; John Backhouse, ordinary seaman, ditto; —— Thomas, ordinary seaman, ditto; Thomas Johnston, ordinary seaman, ditto; John Egan, ordinary seaman, ditto; Morgan Hayse, landman, ditto; George Dyson, landman, ditto; J. Fremingham, ordinary seaman, ditto; —— Sutherland, captain of the forecastle, ditto; John Glynn, ordinary seaman, ditto; James Shaw, able seaman, slightly; John Fowler, ordinary seaman, severely; Wm. M'Namara, ordinary seaman, slightly.

MARINES.

Lieutenant Foord, severely; Js. White, corporal, ditto; Js. Frayer,

drummer, slightly; Js. Grundy, serjeant, severely; Phil. Prosser, private, slightly; J. Hitchin, private, severely; J. Cray, private, ditto.

THOS. COOKE JONES, Surgeon.

Copy of a Letter from Captain Byron, of H. M. S. Belvidera, addressed to Admiral Sir John Warren, and transmitted by the Admiral to John Wilson Croker, Esq.

SIR, *H. M. S. Belvidera, Bermuda, January* 3, 1814.

I beg leave to acquaint you, his Majesty's ship under my command, on Christmas Day, captured the United States schooner Vixen, endeavouring to make her passage from Wilmington, North Carolina, to Newcastle, Delaware. I have the honour to be, &c.

R. BYRON, Captain.

Admiral Sir John Warren has also transmitted to John Wilson Croker, Esq. a letter from Lieutenant Pechell, acting commander of his Majesty's sloop Recruit, giving an account of his having, on the 2d of November last, in company with the Doterel sloop, run aground on Cape Roman Shoals, the Inca American letter of marque schooner, of six guns, and 35 men.

The under mentioned letters have been transmitted by Vice-admiral Sir Edward Pellew, to John Wilson Croker, Esq. *viz.*

From Captain Napier, of H.M.S. Euryalus, dated off the Bay of Calvi, 23d December, 1813, giving an account of his having run on shore in the bay, where she bilged on the rocks, the Baleine, French storé-ship, of 22 guns, and 120 men, bound from Toulon to Ajaccio:

From Captain Coghlan, of H.M.S. Alcmene, dated at sea, the 23d December, 1813, stating the capture, between Corsica and Cape Delle Molle, of the French national schooner La Fleche, carrying 12 guns, and 99 men, with 24 soldiers, from Toulon, bound to Corsica:

From Captain Dilkes, of H.M.S. Castor, dated off Barcelona, the 15th January last, stating that her cutter, commanded by Lieutenant Loveless, had boarded and captured the Heureux French privateer, carrying one twelve-pounder and 25 men, close under Monjui. Lieutenant Loveless and one seaman were severely wounded:

Another from Captain Dilkes, dated off Barcelona, 23d January, stating that her boats, under Lieutenant Stanhope, had captured another privateer, called Le Minuit, carrying one gun and small arms: her crew escaped on shore.

MARCH 8.

Extract of a Letter from Captain Lloyd, of H.M.S. Plantagenet, addressed to Admiral Sir John Warren, and transmitted by the latter to John Wilson Croker, Esq.

H.M.S. Plantagenet, off Bermuda, December 29, 1813.

I beg leave to enclose you a list of vessels taken and destroyed by his Majesty's ship under my command, between the 8th day of September last and the 17th instant.

A List of American Vessels captured and destroyed by H.M.S. Plantagenet, Robert Lloyd, Esq. Captain, between the 8th September and 17th December, 1813.

Sloop Jolly Robin, of 4 men, and 50 tons, from Boston, bound to

Charleston, captured September 8, 1813. Schooner Torpedo, of 40 tons, from New York, bound to New Orleans, captured September 11, 1813. Sloop Olive Branch, of 50 tons, captured same date. Schooner Delight, of 50 tons, captured September 15, 1813. Schooner, name unknown, of 50 tons, captured same date. Schooner Jack's Delight, of 1 gun, from New Orleans, bound to New York, captured October 12, 1813. Schooner Sparrow, of 1 gun, and 100 tons, from New Orleans, bound to New York, captured November 3, 1813. Sloop Elizabeth, of 30 tons, captured November 5, 1813. Sloop James Madison, of 1 man, and 25 tons, from Charleston, bound to New York, captured November 7, 1813. Sloop Active, of 5 men, and 57 tons, from New York, bound to Savannah, captured November 12, 1813. Sloop Lady Washington, of 15 men, and 70 tons, from Savannah, bound to New York, captured November 15, 1813. Schooner Betsey, of 5 men, and 60 tons, from Savannah, bound to New York, captured November 21, 1813. Schooner Margaret and Mary, of 5 men, and 37 tons, from Philadelphia, bound to New York, captured November 27, 1813. Sloop Anna Maria, of 7 men, and 60 tons, from Philadelphia, bound to New York, captured same date. Schooner John and Mary, of 60 tons, from New Orleans, bound to New York, captured November 29, 1813. Sloop Five Sisters, of 5 men, and 60 tons, from New York, bound to Philadelphia, captured December 2, 1813. Sloop New Jersey, of 42 tons, from Barnygate, bound to New York, captured same date. Sloop Two Peters, of 3 men, and 38 tons, from Little Egg, bound to New York, captured same date. Schooner Batsh, of 3 men, and 61 tons, from New York, bound to Little Egg, captured December 4, 1813. Schooner Unicorn, of 6 men, and 30 tons, from Savannah, bound to New York, captured December 5, 1813. Schooner Margaret, of 2 men, and 36 tons, from New York, bound to Barnygate, captured December 8, 1813. Sloop Victory, of 60 tons, from Savannah, bound to New York, captured December 10, 1813. Schooner Little Mary, of 3 men, and 20½ tons, from New York, bound to Charleston, captured December 12, 1813. Schooner Rapid, of 21 men, 1 gun, and 115½ tons, from Havannah, bound to New York, captured December 16, 1813. Schooner Mary, of 4 men, and 34 tons, from Philadelphia, bound to Salem, captured December 17, 1813.

R. LLOYD, Captain.

Promotions and Appointments.

WHITEHALL, FEB. 16.

His Royal Highness the Prince Regent having, in the name and on the behalf of his Majesty, in consideration of the distinguished zeal, courage, and intrepidity of Philip Bowes Vere Broke, Esq. post-captain in the royal navy, and commander of his Majesty's ship the Shannon (particularly displayed by him in his recent brilliant engagement with the United States frigate Chesapeake, of superior force, off Boston, on the 1st day of June last, when, after a most severe, arduous, and decisive conflict, the enemy were compelled, in the short space of fifteen minutes, to surrender to his Majesty's ship), been pleased to advance the said Philip Bowes Vere Broke to the dignity of a Baronet of the United Kingdom, by letters patent under the Great Seal, bearing date the 2d day of November last; and his Royal Highness being desirous of conferring upon the said Sir Philip Bowes Vere Broke such a further mark of his Majesty's royal favour, as may, in an especial manner, evince the sense which he entertains of his able conduct and signal intrepidity, in

personally boarding the enemy's ship at the head of his men (on which occasion he was severely wounded), hath given and granted to him his Majesty's royal licence and authority, that he and his descendants may, as a memorial of his highly-distinguished conduct and gallantry, bear the crest of honourable augmentation following; that is to say, issuant from a naval crown, a dexter arm embowed, encircled by a wreath of laurel, the hand grasping a trident erect, together with the motto "*Sævumque tridentem servamus*;" provided the same be first duly exemplified according to the laws of arms, and recorded in the Herald's Office: And also to order, that the said royal concession and especial mark of his Majesty's favour be recorded in his College of Arms.

Major George E. Roby, of Royal Marines, to be a lieutenant-colonel, *vice* Sir John Douglas, deceased; Captain H. P. Lewis, to be a major; Second Captain J. M'Callum, to be a full captain; Second Lieutenant John Fraser, to be a first lieutenant.

Brevet Major Nicholls to the Tonnant.

Dr. Dickson has been appointed physician to the fleet, and inspector of hospitals, on the North American, instead of the Mediterranean, station.

Captains, &c. appointed.

Captain J. Johnstone, to act in the Tonnant for Lord Cochrane; James Wallis, to the Pincher; W. F. Carroll, to the Revenge; Lieutenant Thomas Forster, to be a commander, and to the Kite sloop; Frederick Hickey, Henry Thomas Davis, and Peter Fisher, to the rank of post captains, and to serve in the Lakes under Sir James Yeo; Lieutenants James Groves and W. C. Dalyell, to the rank of commanders; Lieutenant G. F. Weatherall, to act as governor of the Naval Hospital at Madras; Lieutenant Samuel Radford, to the rank of commander; V. Jones, to the Conflict; Hon. Alexander Jones, to the Levant; George Hayes, to the Pelter; James Boxer, to the Albacore; H. T. Davies, to be a post captain; George Henderson, to the Minden; Joseph Prior, to the Acorn; Charles Mitchell, to the Espiegle; S. Roberts, to the Meteor; E. L. Graham, to the Caledonia; John Allen, to the Hecate; Hon. J. Napier, to the Erne; Frederick Warren, to the Clarence; J. T. Devonshire, to the Sceptre; C. B. Ross, to the Albion, the flag-ship of Rear-admiral George Cockburne; Thomas Forrest, to the Sybille; Gordon Falcon, to the Cyane; Hon. J. A. Maude, of the Nemesis, to the rank of post-captain.

Lieutenants, &c. appointed.

Peter Alston, to the Stork; John Ballantyne, to the Ariel; George Blackman, to the Hamadryad; Lauchlan Burn, to the Havock; Richard Bluett, to the Impregnable; David Buchan, to the Sprightly; John Bull, to the Thracian; John Crosbie, to the Elephant; C. P. Coffin, to the Zephyr; G. Castle, to the Espiegle; B. S. Daniels, to the Hesper; Charles Ducane, to the Spencer; Andrew Drew, master's mate of the Eurotas, to be a lieutenant of that frigate; John Davis, to the Warspite; John R. Drew, to the Erne; J. Evans, to the Achille; Gustavus Evans, to the Sheldrake; H. P. Furze, to the Regulus; W. Flinn, to the Ariel; George Green, to the Espiegle; Richard Gregory, to the Prince; John Houghton, to the Colombia; A. B. Howe, to the Newcastle; J. B. Harrison, to the Oiseau; John Henderson (2), to the Levant; G. C. Johnson, to the Salvador del Mundo; T. Jones, to the Desirée; Hon. J. Jones, to the Conflict; Peter F. James, to the Pelter; Walter Kirby, to the Benbow; Richard

Henry King, to the Alert; George Ley, to the Hope; Edward Luscombe, to the Horatio; Robert M'Kirdy, to the Cornwallis; H. C. Mercer, to the Tonnant; J. Marshall, to the Onyx; H. M. Marshall, to be first lieutenant of the Prince; Alexander M'Kenzie (2), to the Cyane; John Newall, to the Bristol; J. G. Nops, to the Achille; Charles Pollard, to the Hope; Thomas Pearce, to the Sybille; Hon. Jos. P. Proby, to the Mercurius; John Pendegrast, to the Teaser; Thomas Simmonds, to the Tigre; Robert Stuart, to the Warspite; John C. Snell, to the Sybille; R. Stuart, to the Dauntless; John Russel, to the Brevdrageren; George Reid, to the Castilian; Michael Raven, to the Colossus; William Reeve, to the Pheasant; William Robertson (2), to the Erne; Nathaniel Ratsey, to the Esk; W. Simkin, to the Mercurius; P. Sheppard, to the Owen Glendower; Thomas Stone, to the Rosario; James Shrapnell, to the Espiegle; Thomas Skede, to the Blake P.S.; Robert Smith, to the rank of commander; John Theed, to the Superb; George Tyrrel, to the Newcastle; J. B. Tartnel, to the Tonnant; W. Trotter, to the Astrea; Nicholas Tomlinson, to the Hazard; J. T. Tatlock, to the Sabrina; Joseph R. Thomas, to the Piercer; H. B. Woodhouse, to the Crocodile; Christopher Wyvill, to the Leopard; Thomas Waley, to the Ulysses; Charles Wood, to the Queen Charlotte.

Masters appointed.

B. Ainworthy, to the Erebus; W. F. Baker, to the Tigris; J. Burness, to the Comet; J. Bates, to the Princess Caroline; J. Boyd, to the Grampus; R. Cubison, to the Medina; John Cragg, to the Ariel; T. Chillingworth, to the Psyche; D. Dickson, to the Prompte; W. Fothergill, to be superintending master at Chatham; S. Giles, to the Helicon; T. Greensides, to the Devonshire; M. G. Holbrook, to the Sydney surveying vessel; J. Mills, to the Horatio; J. J. M'Cay, to the Goshawk; J. Phillips, to the Newcastle; T. Paddon, to the Esk; A. Seaman, to the Portia; A. Thompson, to the Meteor; C. White, to be superintending master at Chatham; J. T. Watson, to the Sabine; Edward Martin, to the Halcyon; William Brown, to the Oberon.

List of Midshipmen passed for Lieutenants.

Sheerness.—James O'Brien, Neil Clark, John Parsons, C. G. Butler, J. C. Townsend, Henry Tomkins, Charles Mallard, George Harris.

Portsmouth.—Joseph Martin, William Knocker, F. Blacker, J. H. Wheatley, Charles Paynter.

Plymouth.—Joseph Rawling, F. Prangnell, Charles March, James S. Hore, Henry Lawrence, C. W. Saunderson, B. Edwards, Robert Lucas.

Pursers appointed.

John M. Hope, to the Pheasant; W. Crisp, to the Piercer; John Howard, to the Surveillante; H. D. Garwood, to the Flamer; W. M'Lellan, to the Eden; P. Duffers, to the Podargus.

Surgeons appointed.

James Arnott, to the Rosamond; John Morgan (2), to the Peruvian; George Clayton, to the Defiance, P. S.; W. M. Kennedy, to the Liberty brig; John Laughna, to the Sabrina; Andrew Morrison, to the Andromeda; J. E. Anderson, to the Alert sloop; Charles Queade, to the Newcastle; William Claperton, to the Electra; J. L. Paterson, to the Mohawk; John Whitaker, to the Prompt; A. Blacklock, to the Psyche; William Simpson, to the Goshawk; James Kay, to the

Colibri; James Brenan, to the Bahama, P.S.; John Allen, to the Erne; John Campbell, to the Causo schooner; P. C. Parlebien, to the Clarence; James Billing to the Belliqueux; George Galbraith, to the Kron Prinds (formerly Kron Princen); James M'Beath, to the Comet; R. B. Sanderson, to the Nautilus.

Assistant-surgeons.

James M'Alpine to the Ville de Paris; John Cameron (1) to the Salvador del Mundo; Andrew Creighton, to the Abundance, S.S.; William Bruce, to be hospital-mate at Haslar; J. W. Langstaff, to the Gladiator; E. A. Smith, to the Venero; John Hall, to be hospital-mate at Deal; A. C. Hyndman, to the Hasty sloop; William Dennison, to the Solebay; William Bell, to the Prompte; H. Stewart, to the Horatio; D. Bennet, to the Psyche; C. O. Friell, to the Swift, S.S.; William Black (1), to the Newcastle; M. Sheahan, to the Achille; A. Small, to the Argonaut, H.S.; Charles Kennedy, to the Bellerophon; C. C. Todd, to the Magnificent; John Curtis, to the Monmouth; E. Rutherford, to the Venus; Thomas Brownrigg, Robert Dunn, W. Smith (2), to proceed as supernumeraries to America, for the Lake service; Alexander Baird, to be hospital-mate at Plymouth.

BIRTHS.

On the 2d of March, the lady of Captain A. B. Bingham, of H.M.S. Myrtle, of a son.

On the 3d of March, the lady of Captain G. E. Hamond, of H.M.S. Rivoli, of a son,

MARRIAGES.

Lately, at Bath, Captain J. D. Markland, R.N. to Miss Helen Tregonnell, of Cranborne Lodge, Dorset.

Lately, Captain Prevost, flag-captain to Admiral Surridge, at Chatham, to the only daughter of the late Lewis Theisser, Esq. of Woodcote Park, Surrey.

DEATHS.

On the 31st of December, at the Royal Naval Hospital, Deal, Lieutenant John Gordon, late of H.M.S. Theban, and nephew to the Hon. John Gordon, of Kinmore Castle, near Galloway.

Lately, at an advanced age, at Mintern Magna, Dorset, Richard Digby, Esq. senior-admiral of the red, and uncle to the Earl Digby. It was under this admiral that the Duke of Clarence entered the navy.

Lately, at Cowes, Lieutenant Robert Ratrey, R.N. aged 40 years.

On the 26th of February, at Rochester, Mrs. Dick, mother of Captain Dick, R.N.

On the 12th of March, at Maize Hill, Greenwich, Major-general Sir John Douglas, Knt. lieutenant-colonel of the Woolwich division of royal marines. His remains were interred with great military pomp in the church at Charlton, near Woolwich.

THE LATE LIEUTENANT THOMAS WILLIAM JONES, R.N.

Lieutenant Thomas William Jones, commander of H.M. schooner Alphea at the time of her late catastrophe, was born July 5, 1783; being the youngest son of the late Mr. Richard Jones, surgeon, of Plympton, Devon. He served the greater part of his time as midshipman, on board the Trent frigate, in the West Indies; and on his return to England was promoted to a lieutenancy by Sir Hyde Parker at the attack on Copenhagen; on which occasion he had the

command of an armed flat-boat, and, amongst other services, was charged with the destruction of some of the Danish ships. He afterwards served as lieutenant on board various ships of different rates from the highest to the lowest, and was engaged in the Walcheren expedition, where he was employed with other naval officers in the landing of the troops.

In August 1812, he was appointed to the command of the Arrow schooner, as acting for Lieutenant Knight, who afterwards died of the wounds he received in her. During this service he was attached to the squadron then stationed in Basque Roads; where he so distinguished himself by his activity and gallantry, that, on being superseded from the Arrow, he was immediately appointed by the Admiralty, from the recommendation of his commanding officers, who witnessed and approved his conduct, to the command of the Alphea. In this vessel he was sent with despatches to America; and having, whilst on that station, ventured to detain an American vessel, at the commencement of the war, before receiving actual commission for such procedure, the Admiralty, on his return to England, thought proper to dismiss him his ship; to which, however, he was restored after the interval of a few months. He was then destined to the Channel station, for the protection of the coasting trade; and sailed from Dartmouth, September 7th, 1813, on a cruize, in which, beyond all doubt, his career was terminated, as detailed in the annexed account, faithfully translated from the Moniteur of September 21. In this action, allowing the enemy all due credit for his narrative, there seems to have been displayed, on both sides, as much determined intrepidity as is to be found recorded in the naval annals of any country.

It should be observed, that, from the last returns to the Admiral's Office at Portsmouth, it appears the Alphea then mustered one lieutenant, a master, ten petty officers, twelve able seamen, six ordinary ditto, three landsmen, a corporal and six private marines, and one boy of the third class. Her regular complement was only thirty-six, including officers and men; and it is believed, that the supernumeraries had been afterwards discharged.

(TRANSLATION.)

MONITEUR, SEPT. 21ST.

"*Administration of the Navy.*

"*Report of the Cruize of the Renard Privateer Cutter, of* 14 *Guns and* 50 *Men, to the Maritime Prefect of Cherbourg.*

"I have the honour to inform you, that I anchored yesterday evening in the road of the great bay, Port Dulette, on return from a cruize. We sailed from the Isle of Bas on the 8th, with a strong westerly wind; we stood across Channel during the night; and at four in the morning, we made the Start point, bearing S. W. distant four leagues. On the 9th, at three o'clock, we descried a sail to leeward, on the starboard-tack. I gave chase to her, and at five o'clock I discovered her to be a man-of-war schooner. I hauled to the wind; she followed my manœuvres, and was then at the distance of two leagues astern of us. She came up with me at one o'clock. I made preparation for battle, and stationed every man at his post.

"The enemy's schooner began the action by firing her chace-guns. The enemy luffed up to the wind, and I gave him my larboard broadside; he bore away to pass to leeward, and returned us his own. I tacked to starboard, and gave him several broadsides at pistol-shot, supported by the whole of our musquetry. During these first broadsides, my First-Lieutenant Devose, and the two Lieutenants Bertholet

and Ramarie, were wounded and disabled, as well as a great number of the crew. It was dead calm, though with a high sea; and the enemy was thrown by the swell under our lee-bows. I gave orders for boarding: the enemy, superior in numbers, repulsed us with loss; and gave us a volley of grape-shot, which swept the whole of the forecastle. My second in command was killed in this broadside, and I had several wounded. I had no occasion to excite the courage of my people; and Mr. Herbert, the officer of the forecastle, with Mr. Lavergne, a midshipman, rallied together several men to make a second attempt; but the vessels burst the grapplings, and parted.

"During the whole of this time, the batteries on both sides kept up a constant fire; and the officers of the forecastle threw several hand-grenades. While the vessels were aboard each other, we tore the pikes and pistols from each other's hands, and mangled one another without being able to leap on board on either side. The enemy now dropped on our starboard quarter, firing broadsides into us in quick succession. In one of these broadsides, I had an arm carried away; but encouraged my people by crying—"Courage, my friends; the enemy is about to surrender." I intimated to Mr. Herbert, the only lieutenant I had left, to take command of the privateer; he caused me to be carried into the cabin; it was then three o'clock. Mr. Herbert, with Mr. Lavergne, cheered the courage of the small number of men that remained, and continued the engagement; when two guns, which were fired at once from our deck, appeared to throw the enemy into disorder; and just as the commanding officer was in the act of crying out, 'They have struck; cease firing;" the schooner blew up, within pistol-shot to leeward. We were ourselves at the same instant covered with flames, and pieces of wreck on fire, which fell all over our decks. The commanding-officer caused water to be thrown over the whole, and gave orders for manning the boats, in order to save those of the enemy's crew who might have escaped the explosion; but our launch was shattered to pieces, and the jolly-boat in tow was sunk. Three or four were perceived swimming on the wrecks, and all that could be done was to desire them to come on alongside of us, the calm preventing us from manœuvring; but none of them were able to come near us. They cried out, they could see nothing. It was then half-past-three. Our first attentions afterwards were engaged in the care of the wounded, who were in number thirty-one; five men only had been killed. We had but thirteen seamen remaining in condition to work the ship. We repaired our damages as well as we could, and steered for the coast of France, where we arrived on the 14th.

Signed for the Captain, LE ROUX,
"J. HERBERT, Lieut."

"*Deposition of one of the Officers of the Renard, taken Prisoner in another French Privateer, and brought into Plymouth about Christmas* 1813.

"Sept. 1813. On the 9th, at three in the afternoon, the Renard descried a schooner, to which she gave chace. At four, having discovered her to be a man of war, the privateer made off. At midnight the schooner commenced firing her chace-guns: at one the engagement began, and lasted till half-past-three; when the schooner blew up, from the grenades which were thrown on board. Some minutes after the explosion, three men were perceived on the wrecks, who were not saved for want of boats. They were called to, to come alongside; but they answered, they were unable, having their sight scorched. A short time afterwards they sunk."

BIOGRAPHICAL MEMOIR

OF

PHILIP DE SAUMAREZ,

CAPTAIN R. N.

"*Orbe Circumcincto.*"

"At hand, or remote, still that moment must come,
Which hath not a successor on this side the tomb—
Fate hurls his dark mandates imperious on all—
But—in Victory's arms—for our Country to fall—
Is Heaven's high behest—is a privilege divine."—

THE MORN OF TRAFALGAR.

IT is much to be regretted that the biography of this skilful navigator, and intrepid seaman, should have been so long withheld from the world. The protracted delay that has taken place between his glorious death, and the record of his achievements, looks like injustice mingled with ingratitude. The consciousness that the historian of the day will do justice to his fame, elates the heart of the warrior, animates him to deeds of the greatest daring, gives the finest zest to victory, and smooths the rugged path of death.

There are few, if any, naval captains who have perished in combat with the enemies of their country, whose professional adventures were better worth preserving than those of Philip de Saumarez: yet, unfortunately, so great is the lapse of time which has intervened between the period of his existence, and the record of his achievements, that his biographer has to commence his grateful duty very slenderly, indeed, provided with materials. It is not ascertained in what ship, or under whose command, he made his first essay as a naval officer; nor when he passed for lieutenant: nor have we any account of him till we find him, in 1740, serving as a lieutenant in the Centurion, under Commodore Anson.* He was then in his thirtieth year; and had entered into the navy

* For a memoir and portrait of Commodore Anson, see N. C. Vol. VIII. p. 272.

fourteen years prior to that period. As Commodore Anson had the privilege of selecting his officers, and as he was well aware how greatly the success of the important expedition he was about to commence, depended upon the qualities of the officers serving under his orders, it may fairly be inferred that Philip de Saumarez had not been selected to accompany the commodore in a voyage round the globe, if he had not previously distinguished himelf, and given the fairest promise of becoming a great sea captain.

Upon the vacancies which occurred by the death of Captain Kidd,* of the Wager, Mr. de Saumarez succeeded Mr. Charles Saunders, as first lieutenant of the Centurion, when she lay in the bay of St. Julian, on or about the 17th February, 1741. It is not certain when he was made commander; but it is probable he took that rank in September, 1741, on being appointed to the command of the Spanish prize, the Neustra Senora del Monte Carmelo, which the Centurion captured not far from the island of Juan Fernandez. Upon the capture of that glorious prize, the Manilla galleon called the Neustra Senora del Cabadonga, by the Centurion, on the 20th June, 1743, Philip de Saumarez was appointed to command her, with the rank of post captain.†

The poverty of biographical materials is in a great measure compensated by an original letter possessed by his noble relative, Admiral Sir James Saumarez;‡ and by him transmitted for insertion in this memoir, which was written by Philip de Saumarez on board the Centurion, in November or December 1742, at the island of Macoa.

As long as the NAVAL CHRONICLE remains, or a taste for naval literature shall be cherished, this important letter will be read with lively interest. It exhibits a bold and glowing picture of a succession of mournful events, of which this officer appears to have

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* Captain Dandy Kidd died on board the Wager frigate, 31st January, 1741.

† It is mentioned in the N. C. Vol. III. p. 330, that, on the 21st June, 1743, Mr. Saumarez was appointed *Commander* of the Cabadonga, the Centurion's splendid prize; but it is expressly stated in Anson's Voyage, that the Cabadonga was made a post ship in H. M.'s service, and that the command was bestowed on Mr. de Saumarez: and that he afterwards commanded the Sandwich, a second-rate.—ED.

‡ *Vide* memoir and portrait, N. C. Vol. VI. p. 87.

had his full share, and to have endured the almost unparalleled hardships to which he was exposed, with a fortitude that reflects honour to his memory. Of his own peculiar services, he treats very sparingly. We find him involved in a continual round of perilous adventures, and still surmounting all difficulties. Courting dangers in every shape, eager for promotion, indulging in bright visions of wealth and glory, and afterwards narrating the wreck of his sanguine hopes amidst such miseries as few minds or bodies could have endured.

It is singular that a letter so truly interesting, and differing as it does in some particulars from the printed voyage, should never have been published. It is to be hoped it will appear with the future editions of Anson's voyage; as having been penned by one who had so great a share in the dangers and the glories of that eventful expedition. As this valuable document furnishes a plain connected narrative of the most important events of his short but glorious professional career, we shall lay it in its native dress before our readers, adding an occasional extract from Commodore Anson's Voyage, to illustrate those interesting passages wherein we conceived a little elucidation might be judiciously introduced.

Copy of a Letter written in the Year 1742 *by* PHILIP DE SAUMAREZ, *Esq. at that time* 1st *Lieutenant under Commodore Anson.**

On board H.M.S. Centurion—1742.

I shall run over briefly the several dates of our voyage, and give you a rude sketch of our proceedings—for to enlarge on particulars would exceed the limits of a letter.

You will recollect our squadron left England the 18th September, 1740.† We had a tedious passage of 41 days to Madeira,‡ the usual one being ten; to this accident several secondary ones succeeded—as loss of time and of the season proper for navigating the Southern Seas, and declining health of our men, especially the soldiery: we stayed a week at this island, employed in watering and taking in our stock of wine. It is highly probable we narrowly escaped a squadron of the enemy,§ which were discovered from the mountains, cruising off the west end of the island; and which, if the commanders had behaved like disciplinarians, might have intercepted us, and it would have fully answered the designs of the Spanish Court, if they had disabled us from pursuing our voyage, which must have been

* *Vide* Anson's Voyage, 1813—p. 28. † *Idem.* Page 30.

‡ Madeira (Funchal) is in latitude 32o 37′ 20″ N. longitude 16° 55′ 36″ W.—(HYDROGRAPHER.)

§ *Vide* Anson's Voyage, 1813. p. 31 and 32.

the consequence of an engagement. They had also the advantage of being double our number; but leaving them to their own reflections, we pursued our course, and crossed the line and tropics without any remarkable accidents occurring, excepting that fevers and fluxes began to attack us, especially the soldiers, and in 44 days we arrived at the island of St. Catherine,* on the coast of Brazil, the 19th December, 1740.

We stayed at St. Catherine's† 28 days, employed in recovering our sick, who lived on shore in tents, and in making preparations for doubling Cape Horn in a tempestuous advanced season‡; we sailed hence the 18th of January, and soon after began to meet with uncertain stormy weather, in which the Tryal sloop ‡ lost her main-mast, and was towed by one of the squadron.§ The Pearl separated from us, but as our rendezvous was at St. Julian's,‖ a port on the coast of Patagonia, or as others term it, *Terra Magellanica*, in 49° 30′ south, we rejoined here; by which we learnt of Pizarro's squadron, from whom she narrowly escaped, off Pessy's Island. We stayed here 8 days, employed in putting all our lumber on board the store-ships, and were in hopes of meeting with the Spanish squadron. The coast here is a sulphurous nitrous soil, abounding with salt lakes, but destitute of verdure, shrub, tree, or fresh water, and seems the seat of infernal spirits; nor indeed was there the tract of any terrestrials, besides seals and birds. We here took in salt, and refitted the sloop. Captain Kidd's death,¶ made a revolution in promotion amongst us, and I was appointed 1st lieutenant of the Commodore: but my predecessor,** to whose command the sloop descended at that time, was taken dangerously ill, and became

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* *Vide* Anson's Voyage, p. 50, &c.

† St. Catherine's isle is situated in latitude 27° 32′ 32″ S. longitude 49° 15′ 37″ W.

‡ As the seasons in the southern hemisphere are reversed from their course in the northern, Midsummer falls in January, and consequently the writer's complaint on 18th January, of having to double Cape Horn in an "*advanced season*," seems to require some degree of explanation: perhaps there are local hurricanes or periodical monsoons off that promontory, as at the place near the Mauritius in December, January, and February: certain it is that more modern navigators do not re-echo Anson's lamentable account of the terrors of Cape Horn, which is in latitude 55° 58′ 30″ S. and in longitude 67° 26′ W.

§ *Vide* Anson's Voyage, page 64.

‖ The geographical site of Port St. Julian is 49° 10′ S. 68o 40′ W.

¶ Dandy Kidd was chief mate of the great South-sea ship when a lieutenant in the navy. He was made post captain in the Wager on 26th December, 1739, and died 31st January, 174½.

** *Vide* N. C. Vol. VIII. p. 2.—While we stayed at this place, the commodore appointed the Honourable Captain Murray to succeed to the Pearl, and Captain Cheap to the Wager, and he promoted Mr. Charles Saunders, his first lieutenant, to the command of the Tryal sloop. But Captain Saunders lying dangerously ill of a fever on board the Centurion, and it being the opinion of the surgeons, that the removing him on board his own ship, in his present condition, might tend to the hazard of his life, Mr. Anson gave an order to Mr. de Saumarez, first lieutenant of the Centurion, to act as master and commander of the Tryal, during the illness of Captain Saunders.

incapable of taking possession of his charge. I was ordered to take the command* of her till his recovery, and here I must confess to you, I was sanguine enough to flatter myself with the same addition of good fortune,—some favourable crisis in my behalf—but I was born to be unfortunate.

We sailed hence the 27th February, 1741.† My station in the sloop being a-head of the squadron, to keep sounding, and make timely signals of danger. The 4th March we discovered the entrance of the strait of Magellan,‡ and on the 7th passed through the strait Le Maire, lying at the extremity of Terra-del-Fuego, between that and Staten-land. This day was remarkably warm and favourable, though in latitude of 55° 06′ south. We began to look on the conquest of the Peruvian mines, § and principal towns in the Pacific Sea, as an amusement which would naturally occur. From this time forward we met with nothing but disasters and accidents. Never were the passions of hope and fear so powerfully agitated and exercised; the very elements seemed combined against us.‖ I com-

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* *Vide* Anson's Voyage, p. 67 and 68. † *Idem.* Page 74.

‡ The proper orthography of this name is Magelhaëns.

§ *Vide* Anson's Voyage, page 77.

‖ From the storms which came on before we had well got clear of strait Le Maire, we had a continual succession of such tempestuous weather, as surprised the oldest and most experienced mariners on board, and obliged them to confess, that what they had hitherto called storms, were inconsiderable gales, compared with the violence of these winds, which raised such short, and at the same time such mountainous waves, as greatly surpassed in danger all seas known in any other part of the globe; and it was not without great reason that this unusual appearance filled us with continual terror; for had any one of these waves broke fairly over us, it must, in all probability, have sent us to the bottom; nor did we escape with terror only, for the ship, rolling incessantly gunwale-to, gave us such quick and violent motions, that we were in perpetual danger of being dashed in pieces against the decks or sides of the ship. And though we were extremely careful to secure ourselves from these shocks, by grasping some fixed body, yet many of our people were forced from their hold; some of whom were killed, and others greatly injured; in particular one of our best seamen was canted overboard and drowned; another dislocated his neck, a third was thrown into the main hold and broke his thigh, and one of the boatswain's mates broke his collar bone twice; not to mention many more accidents of the same kind. These tempests, so dreadful in themselves, though unattended by any other unfavourable circumstances, were yet rendered more mischievous to us by their inequality, and the deceitful intervals which they at some times afforded; for though we were afterwards obliged to lie-to for days together under a reefed mizén, and were frequently reduced to lie at the mercy of the waves under our bare poles, yet now and then we ventured to make sail with our courses double-reefed, and the weather proving more tolerable, would perhaps encourage us to set our top-sails; after which the wind, without any previous notice, would return upon us with redoubled force, and would in an instant tear our sails from the yard. And that no circumstance might be wanting which could aggravate our distress, those blasts generally brought with them a great quantity of snow and sleet, which cased our rigging, and froze our sails, thereby rendering them and our cordage brittle, and apt to snap upon the slightest strain, adding great difficulty and labour to

manded the sloop at the time of the separation of the ships that returned home, being stationed to look out for islands of ice, and had to endure such fatigues from the severity of the weather, and the duty which the nature of the sloop naturally brought on me, that really life is not worth preserving at the expence of such hardships, having had several miraculous escapes from our own ships, which, in the obscurity of the night, and violence of the weather, often endangered foundering the sloop. Having had the command of the sloop seven weeks, I was at length superseded by her proper captain, who had recovered on board the Commodore, and I returned to my post.—During this time the scurvy* made terrible havock

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the working of the ship, benumbing the limbs of our people, and making them incapable of exerting themselves with their usual activity, and even disabling many of them, by mortifying their toes and fingers. It were indeed endless to enumerate the various disasters of different kinds which befel us.—*Idem.* p. 79, 80.

* This disease, so frequently attending long voyages, and so particularly destructive to us, is surely the most singular and unaccountable of any that affects the human body. Its symptoms are inconstant and innumerable; and its progress and effects extremely irregular, so that scarcely any two persons have complaints exactly resembling each other; and where there have been found some conformity in the symptoms, the order of their appearance has been totally different. However, though it frequently puts on the form of many other diseases, and is therefore not to be described by any exclusive and infallible criterion, yet there are some symptoms which are more general than the rest, and, occurring the oftenest, deserve a more particular enumeration. These common appearances are large discoloured spots, dispersed over the whole surface of the body, swelled legs, putrid gums, and above all, an extraordinary lassitude of the whole body, especially after any exercise, however inconsiderable; and this lassitude at last degenerates into a proneness to swoon, and even to die, on the least exertion of strength, or even of the least motion.

This disease is usually attended with a strange dejection of spirits, and with shiverings, tremblings, and a disposition to be seized with the most dreadful terrors on the slightest accident. Indeed it was most remarkable, in all our reiterated experience of this malady, that whatever discouraged our people, or at any time damped their hopes, never failed to add new vigour to the distemper; for it usually killed those who were in the last stages of it, and confined those to their hammocks who were before capable of some kind of duty; so that it seemed as if alacrity of mind, and sanguine thoughts, were no contemptible preservatives from its fatal malignancy.

But it is not easy to complete the long roll of the various concomitants of this disease; for it often produced putrid fevers, pleurisies, the jaundice, and violent rheumatic pains, and sometimes it occasioned an obstinate costiveness, which was generally attended with difficulty of breathing: and this was esteemed the most deadly of all the scorbutic symptoms. At other times the whole body, but more particularly the legs, were subject to ulcers of the worst kind, attended with rotten bones, and such a luxuriancy of fungus flesh, as yielded to no remedy. But a most extraordinary circumstance, and what would be scarcely credible upon any single evidence, is, that the scars of wounds which had been for many years healed, were forced open again by this virulent distemper. Of this there was a remarkable instance in one of the invalids on board the Centurion, who had been

amongst us, especially the soldiers, who being either infirm old men, or raw inexperienced youths, they soon lost their spirits, grew sick and disabled; and from the stench they occasioned, contributed to infect our seamen. This distemper is only known to those who make long voyages, and expresses itself in such dreadful symptoms as are scarcely credible, *viz.* asthma, pains in all the limbs and joints, the bodies covered with blotches and ulcers, idiotism, lunacy, convulsions, and sudden death: nor can all the physicians, with all the *Materia Medica*, find a remedy for it equal to the smell of a turf of grass, or a dish of greens. It is not my province to account for what the most learned only confuse and perplex; but I could plainly observe that there is a *je ne sçais quoi* in the frame of the human system which cannot be removed, cannot be preserved without the assistance of certain earthly particles, or in plain English, the landman's proper element—and vegetables and fruits his only physic. For the space of six weeks we seldom buried less than four or five men daily, and at last it amounted to eight or ten. I really believe, had we stayed ten days longer at sea, we should have lost the ship for want of men to navigate her. At length we arrived at the island of Juan Fernandez,* in the South Sea, after having escaped several imminent dangers of shipwreck on the coast of Chili, off which the nature of our rendezvous required us to cruise, in hopes of rejoining the squadron.

We anchored here on the 16th June, 1741, and as we subsequently learned, ten days after the departure of a Spanish ship of war, which was sent by the admiral of these seas to gain intelligence; himself having

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wounded *fifty years before*, (*a*) at the battle of the Boyne; for which he was cured soon after, and had continued well for a great number of years past; yet, on his being attacked by the scurvy, in the progress of his disease, his wounds broke out afresh, and appeared as if they had never been healed: nay, what is still more astonishing, the callus of a broken bone, which had been completely formed for a long time, was found to be hereby dissolved, and the fracture seemed as if it had never been consolidated. Indeed the effects of this disease were, in almost every instance, wonderful; for many of our people, though confined to their hammocks, appeared to have no inconsiderable share of health; for they ate and drank heartily, were cheerful, and talked with much seeming vigour, and with a strong loud tone of voice; and yet, on their being in the least moved, though it was only from one part of the ship to the other, in their hammocks, they have immediately expired; and others, who have confided in their seeming strength, and have resolved to get out of their hammocks, have died before they could well reach the deck: nor was it an uncommon thing for those who were able to walk the deck, and to do some kind of duty, to drop down dead in an instant, on any endeavours to act with their utmost effort, many of our people having perished in this manner during the course of this voyage.—*Idem.* p. 96, 97.

* Juan Fernandez is in 33° 40′ S. 78° 33′ W. * *Idem.* Page 102, &c.

(*a*) Was it not extremely inhuman to select such an old veteran, to send him on an expedition of this nature, for which none but the healthy and strong were fitted?—What a powerful argument does this fact afford in favour of *limited* service.—Ed.

cruised with his squadron of four sail a considerable time, in hopes of meeting with us: well judging the condition our ships might be in. You will be surprised to hear, that in a 60-gun ship, on our arrival at this island, we mustered but 72 persons, including officers and boys, capable of appearing on deck, the rest being all sick, having lost 228 men since our leaving England, and which includes nine months. We were joined by the Gloucester and Tryal sloop,* the crews of which vessels suffered still more so, that had there been an experienced enemy to have dealt with us, they might have made a very easy conquest of us all. But, "*whatever is, is right.*" They gave us time to recover our spirits, and rally our forces again, for which we visited them afterwards, and shut up their ports.

I shall not attempt a description of this island at present; but only tell you it is the most romantic and pleasant place imaginable, abounding with myrtle trees, and covered with turnips and sorrel. Its bays, abounding with all kinds of fish, seem calculated for the reception of distressed seamen. We stayed here three months, employed in refitting our ships, and restoring the health of the sick; and this without the loss of time to us, it being the winter season, in which, from April to September, navigation is judged unsafe by the Spaniards—in the beginning of which month (September) we were agreeably surprised with the sight of a sail, to which we immediately gave chase, slipping our cable, but night intervening, lost her. Soon after we fell in with another, who was her consort, of 500 tons,† and much richer, having about 18,000*l.* on board in money, besides her cargo, which would have been very valuable (being chiefly sugar) could we have brought it to a proper market, but in these parts, it is a misfortune that nothing but money is truly valuable, having no ports whereat to dispose of any thing; and here I commenced captain again, having 12 guns, besides swivels, with 30 men, and had a separate cruise ordered me, with Captain Saunders,‡ in the Tryal's-prize,§ a ship he had taken in the sloop,

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* *Vide* Anson's Voyage, page 114, &c.

† As soon as the vessel came within hail of us, the Commodore ordered them to bring-to under his lee quarter, and then hoisted out the boat, and sent Mr. de Saumarez, his first lieutenant, to take possession of the prize, with directions to send all the prisoners on board the Centurion, but first the officers and passengers. When Mr. de Saumarez came on board them, they received him at the ship's side with the strongest tokens of the most abject submission, for they were all of them (especially the passengers, who were twenty-five in number) extremely terrified, and under the greatest apprehensions of meeting with very severe and cruel usage: but Mr. de Saumarez endeavoured, with great courtesy, to dissipate their fright, assuring them that their fears were altogether groundless, and that they would find a generous enemy in the Commodore, who was not less remarkable for his lenity and humanity, than for his resolution and courage.

‡ A memoir and portrait of this officer (afterwards Sir Charles Saunders), are to be found in N. C. Vol. VIII. p. 1.

§ The Tryal's prize was to continue on this station twenty-four days, and if not joined by the Commodore at the expiration of that time, she was then to proceed down the coast to Pisco or Nasca, where she would be certain to meet with

which then proved so leaky and disabled in her masts by a gale of wind, that she was sunk,* and her prize commissioned in her room. But nothing appeared in our station, which was to leeward of Valparaiso: we had no opportunity of exerting ourselves. After a month's cruise, we rejoined the Commodore, who, we found, had been as unsuccessful as ourselves. We then proceeded along the coast of Peru, and took two prizes, both very valuable to the Spaniards, the one being loaded with ship's timber, the other † with steel and iron bars, but to us of no great service. By the latter we had information of a rich vessel in the road of Paita,‡ bound to Lonsonata, on the coast of Mexico, the money being still in town. This was a chance worth pursuing, and having arrived off the port in the night, we sent all the boats, manned and armed with 50 men, and surprised and took the town, with scarcely any resistance or loss, except one killed and one wounded on our side. The inhabitants, abandoning their houses, had retired to the neighbouring mountains. This event happened on the 15th November, 1741.§ We kept possession of the town two days and a half, without any disturbance from the natives, having plundered it, and set it on fire, but spared the two churches. We found here about 30,000*l.* ster-

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Mr. Anson. The Commodore likewise ordered Lieutenant de Saumarez, who commanded the Centurion's prize, to keep company with Captain Saunders, both to assist him in unloading the sloop, and also that by spreading in their cruise, there might be less danger of any of the enemy's ships slipping by unobserved. These orders being despatched, the Centurion parted from the other vessels at eleven in the evening, on the 27th of September, directing her course to the southward, with a view of cruising for some days to the windward of Valparaiso.—Page 147-8.

* *Vide* Anson's Voyage, page 149.

† Neustra Senora del Carmin, 250 tons, invoice price of the cargo, 400,000 dollars.—Page 157.

‡ Payta, or Paita, is in latitude 5° 12′ S. the longitude is not correctly known. —(Hydr.)

§ And now, before I entirely quit the account of our transactions at this place, it may not, perhaps, be improper to give a succinct relation of the booty we got here, and of the loss the Spaniards sustained. I have before observed that there were great quantities of valuable effects in the town; but as most of them were what we could neither dispose of nor carry away, the total amount of this merchandize can only be rudely guessed at. The Spaniards, in the representations sent to the Court of Madrid (as we were afterwards assured), estimated their whole loss at a million and a half of dollars; and when it is considered that no small part of the goods we burnt there, were of the richest and most expensive species, as broad-cloths, silks, cambrics, velvets, &c. I cannot but think their valuation sufficiently moderate. As to ourselves, the acquisition we made, though inconsiderable in comparison of what we destroyed, was far from despicable; for the wrought plate, dollars, and other coin which fell into our hands, amounted to upwards of 30,000*l.* sterling, besides several rings, bracelets, and jewels, whose intrinsic value we could not then determine; and over and above all this, the plunder which became the property of the immediate captors, was very great; so that upon the whole, it was by much the most important booty we met with on that coast.—*Vide* Anson's Voyage, p. 149.

ling, besides some jewels: there was much more, but the inhabitants carried it off. We sunk two half galleys, and two snows, and carried away a small ship with us, that was intended to have carried this money.

We departed hence the 16th, and some days after joined the Gloucester,* which had been ranging the coast, and had intercepted some vessels, though not so valuable as ours. We then proceeded along shore, burning some of our prizes which proved dull sailers, and arrived at the island of Quibo † on the 17th December, 1741,‡ a delightful uninhabited place, abounding with a great quantity of wild deer, and other refreshments. Having watered here with all imaginable expedition, we sailed hence the 9th of December,§ with a design to cruize off Acapulco on the coast of Mexico, for a rich ship that was expected from Manilla,‖ on the island of Luçonia, in the East Indies. This is a yearly ship,¶ whose cargo amounts to an immense sum, and could we but have had a favourable passage thither, she must inevitably have been ours; but we were disappointed, being 79 days in effecting a passage which has been performed in twenty; meeting with a long series of calms and uncertain weather. Thence we arrived five weeks too late, and therefore hoped to speak to her on her return, which generally is in March. She would then have been worth as much, being laden with money to purchase another cargo. We cruized off this part of the coast of Mexico two months,** at such a distance as not to be discovered from the shore, and having intelligence by a boat we took the day of her sailing, we made no doubt of her being ours. We were five sail in all, with our prizes, and lay at three leagues distance from each other, and at ten from the port. During this time we lived on turtle, which we caught daily alongside with the boats. The squadron described a half moon, our boats being at the same time three leagues from the shore within us, to watch the port. The disposition was so just and regular, it was impossible she could have escaped. I was so curious as to calculate my share, which would have amounted to 10,000*l.* but Providence ordained it otherwise.

I should have told you that that ship mounted 60 guns. Having cruized till our water was almost all expended, and having an enemy's coast whereon to replenish, we were obliged to depart, but left a boat behind to watch her motions. At last, after many searches, we found a convenient bay for watering, called Chiquitan,†† where Sir Francis Drake ‡‡ refitted: here we watered and burnt all our prizes,§§ in order to cross the great

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* *Vide* Anson's Voyage, page 173.

† Quibo, according to the "Requisite Tables," lies in latitude 7° 27′ N. longitude 82° 10′ W.

‡ *Vide* Anson's Voyage, page 177. § *Idem.*

‖ Manilla is in 14° 36′ 8″ N. 120° 51′ 15″ E.

¶ *Vide* Anson's Voyage, page 187.

** *Idem.* page 202, &c. †† *Idem.* page 207. Chequetan.

‡‡ A memoir and portrait of this distinguished navigator are given at page 1 Vol. XXIX.

§§ *Vide* Anson's Voyage, page 217.

Southern Ocean, and, with the Gloucester in company, go to the East Indies. We learned afterwards, that this rich ship was detained, having had information from the coast of Peru of our being on the coast.

We left Acapulco the 6th of May, 1742, and here begins another series of misfortunes and mortality surpassing the first, in which we were very near having never been heard of more. We had a passage of three months and a half to the Ladrone Islands, which is generally made in two, yet it was a vulgar opinion amongst our people, that we had sailed so far as to pass by all the land in the world. Length of time and badness of weather rendered both our ships leaky; this, joined to our mortality, the scurvy raging amongst us as much as ever, obliged us to destroy the Gloucester,* which ship was ready to founder, and receive the men on board, who were all sick and dying. It is impossible to represent the melancholy circumstances wherein we were involved previous to our arrival at these islands. We anchored at one called Tinian, † uninhabited, but abounding with wild cattle, hogs, fowls, and fruits; ‡ we could not have fallen in with a better place. I am convinced, had we stayed out ten days longer at sea, we should have been obliged to take to our boats, our leak increasing so fast, and our people being all infirm and disabled. We immediately sent all our sick on shore, and began to hope for better times, feeding plentifully on roast beef, when an accident fell out on the 22d September, 1742,§ which had like to have ruined us all.

My post of first officer generally confined me on board the Commodore, whilst most of the officers and men were on shore for the recovery of their health; when a storm came on and rose so mountainous a sea as none of us ever saw before. The ship was in danger of being pooped as we lay at anchor! At last we parted both our bower cables, and drove out to sea

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* Our boat soon returned with a representation of the state of the Gloucester, and of her several defects, signed by Captain Mitchell and all his officers; whence it appeared, that she had sprung a leak, by her stern-post being loose, and working with every roll of the ship; and by two beams amid-ship being broken in the orlop, no part of which, as the carpenters reported, could possibly be repaired at sea: that both officers and men had worked twenty-four hours at the pumps without intermission; and were at length so fatigued, that they could continue their labour no longer, but had been forced to desist with 7 feet water in the hold, which covered all the casks, so that they could neither come at fresh water nor provisions; that they had no mast standing, except the fore-mast, the mizen-mast, and the mizen-top-mast; nor had they any spare masts to get up in the room of those they had lost; that the ship was besides extremely decayed in every part; for her knees and clamps were all become extremely loose, and her upper works in general were so crazy, that the quarter-deck was ready to drop down; and her crew was greatly reduced, as there remained alive on board of her, officers included, no more than seventy-seven men, eighteen boys, and two prisoners; and that of this whole number, only sixteen men and eleven boys were capable of keeping deck; several of these, too, being very infirm.—*Ibid.* p. 236. She was burnt on the 15th August.—*Vide* Anson's Voyage, page 237-8.

† Tinian or Tenian lies in latitude 15° N. longitude 145° 55′ 30″ E.

‡ *Vide* Anson's Voyage, page 240, &c. § *Idem.* p. 251 to 259.

with the sheet anchor hanging in the hawse, with a cable, and ¾ of another (excuse these barbarous sea terms), and narrowly escaped driving on a ledge of rocks which was very near to us, leaving the Commodore and all the rest behind. The ship, by her labouring in such a troubled sea, made so much water that I was in doubt whether she would not have foundered, our ports being but ill secured, as were likewise the guns, owing to the suddenness of the storm, which likewise overset the long-boat. In these circumstances I drove to sea, having 100 men and boys on board, not knowing whether I should not be at last a captain in spite of my teeth. In this manner I drove 70 leagues, and was 15 days before I recovered land, beating up against a fresh trade wind, and lee current. The Commodore, you may imagine, was overjoyed at my return,* as were all the rest. They were very busy in building a vessel for to carry them all to China, preferring to venture in it to sea, than to remain on an uninhabited island, or to be exposed to the cruelty of the Spaniards who live on the neighbouring islands; the Commodore concluding, that either the ship was lost, or that I should never be able to beat up to windward. At last, after many hazards whilst staying here, we sailed hence† the 22d of October, 1742, and met with a tolerably good passage to the Island of Macao,‡ a Portuguese settlement on the coast of China, arriving there on the 11th November, having buried 160 men since our leaving Acapulco, or 430 since we left England, including Indians and Negroes whom we detained prisoners."

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* Treating of the labours of the Commodore and people, in conducting a bark to carry them from Tinian, after the supposed loss of the Centurion, the author proceeds:—"But their projects and labour were now drawing to a speedier and happier conclusion; for on the 11th October, in the afternoon, one of the Gloucester's men being upon a hill in the middle of the island, perceived the Centurion at a distance, and running down with the utmost speed towards the landing place, he, in the way, saw some of his comrades, to whom he hallooed with great ecstasy—*The Ship! the Ship!*—This being heard by Mr. Gordon, a lieutenant of marines, who was convinced by the fellow's transport that this report was true, Mr. Gordon directly hastened to the place where the Commodore and his people were at work; and, being fresh, and in breath, easily outstripped the Gloucester's man, and got before him to the Commodore, who, on hearing this pleasing and unexpected news, threw down his axe, with which he was then at work, and, by his joy, broke through for the first time, the equable and unvaried character which he had hitherto preserved; whilst the others who were present, instantly ran down to the sea side, in a kind of frenzy, eager to feast themselves with a sight they so ardently longed after, and of which they had now, for a considerable time, despaired. By five in the evening the Centurion was visible in the offing to them all; and a boat being sent off with eighteen men to reinforce her, and with fresh meat and fruits for the refreshment of her crew, she the next afternoon happily cast anchor in the road, where the Commodore immediately came on board of her, and was received by us with the sincerest and heartiest acclamations."—Anson's Voyage, p. 258 and 259.

† *Idem.* page 264.

‡ Macao (Pia grand) is placed by the "Requisite Tables," in latitude 22° 11′ 20″ N. longitude 113° 35′ 15″ E.

This highly interesting letter, as its termination proves, reaches no lower than November or December, 1742, when the Centurion lay off the island of Macoa. Shortly after which, in his very next cruize, Philip de Saumarez happily attained the two great objects of his honourable ambition, namely, the accession of rank as a captain, and the capture of a Manilla galleon; for as soon as the Commodore had refitted his ship,* replenished his stores, and laid in an additional stock of provisions, he determined, notwithstanding his former disasters, to cruize again for the Manilla galleons, in the Pacific Ocean, off Cape Espiritu Santo. The Centurion, on the last day of May, arrived off Cape Espiritu Santo, and upon the 20th June, O. S. they discovered a sail from the mast-head in the S.E. quarter. On this a general joy spread throughout the whole ship, for they had no doubt this was one of the galleons, and they expected soon to descry the other.

Immediately on the commencement of the action, the mats, with which the galleon had stuffed her netting, took fire, and burnt violently, blazing as high as the mizen-top. This accident, supposed to be caused by the Centurion's wads, threw the enemy into the utmost terror, and also alarmed the Commodore, for he feared lest the galleon, and lest he himself too, might suffer by her driving on board him. However, the Spaniards at last freed themselves from the fire, by cutting away the netting, and tumbling the whole mass which was in flames into the sea. At this interval, the Centurion kept her advantageous position, firing her cannon with great regularity and briskness, whilst, at the same time, the galleon's decks lay open to her top-men, who having, at their first volley, driven the Spaniards from their tops, made prodigious havoc with their small arms, killing or wounding every officer but one that appeared on the quarter-deck, and wounding in particular the general of the galleon himself. Thus the action proceeded for at least half an hour; but the Centurion lost the superiority arising from the original situation, and was close alongside the galleon, and the enemy continued to fire briskly near an hour longer; yet even in this posture, the Commodore's grape-shot swept their decks so effectually, and the number of their slain and wounded became so considerable, that they began to fall into

* *Vide* Anson's Voyage, page 287, &c.

great disorder, especially as the general, who was the life of the action, was no longer capable of exerting himself. Their confusion was visible from on board the Commodore: for the ships were so near, that some of the Spanish officers were seen running about with much assiduity, to prevent the desertion of the men from their quarters: but all their endeavours were in vain: for after having, as a last effort, fired five or six guns with more judgment than usual, they yielded up the contest; and the galleon's colours being singed off the ensign staff at the beginning of the engagement, she struck the standard at her main-top-gallant-mast head: the person who was employed to perform this office having been in imminent peril of being killed, had not the Commodore, who perceived what he was about, given express orders to his people to cease from firing.

Thus was the Centurion possessed of this rich prize, amounting in value to near a million and a half of dollars. She was called the Neustra Senora de Cabadonga, and was commanded by General Don Jeronimo de Mentero, a Portuguese, who was the most approved officer for skill and courage of any employed in that service. The galleon was much larger than the Centurion, and had five hundred and sixty men, and thirty-six guns mounted for action, besides twenty-eight pedereroes in her gun quarters and tops. She was very well furnished with small arms, and was particularly provided against boarding, both by her close quarters, and by a strong net work of two-inch rope, which was laced over her waist, and was defended by half pikes. She had sixty-seven killed in the action, and eighty-four wounded; whilst the Centurion had only two killed, and a lieutenant and sixteen wounded, all of whom, but one, recovered: of so little consequence are the most destructive arms in untutored and unpractised hands.

The treasure thus taken by the Centurion having been, for at least eighteen months, the great object of their hopes, it is impossible to describe the transport on board, when, after all their reiterated disappointments, they at last saw their wishes accomplished. But their joy was near being suddenly damped by a most tremendous incident; for no sooner had the galleon struck, than one of the lieutenants coming to Mr. Anson to congratulate him on his prize, whispered him at the same time that the Centurion

was dangerously on fire near the powder room ! * The Commodore received this dreadful news without any apparent emotion, and taking care not to alarm his people, gave the necessary orders for extinguishing the fire, which was done in a short time, though its appearance at first was extremely terrible.

The Commodore appointed the Manilla vessel to be a post ship in his Majesty's service, and gave the command of her to his first lieutenant, Mr. de Saumarez, who, before night, sent on board the Centurion all the Spanish prisoners, except such as were thought to be most proper to be detained to assist in navigating the galleon.

When the particulars of the galleon's cargo were ascertained, it was found that she had on board 1,313,843 dollars, and 35,682 oz. of virgin silver; besides some cochineal; this being the Commodore's last prize: it hence appears, that all the treasure taken by the Centurion was not much short of 400,000*l.* exclusive of 600,000*l.* more destroyed. Hence it is probable that Captain de Saumarez realized more than the 10,000*l.* of which he made mention in his interesting narrative.

Owing to the dispute which arose at Canton, the Commodore, on his departure for that city, ordered, in the event of matters not being arranged in an amicable manner, that the people should be taken out of the Cabadonga, and the vessel destroyed. Matters, however, were accommodated, and on the 7th, the Centurion and Cabadonga unmoored and stood down the river, passing through the Bocca Tigris on the 10th; and on the 12th anchored before the town of Macoa.

Whilst the ships lay here, the merchants of Macoa finished their purchase of the galleon, for which they refused to give more than 6000 dollars; on which event taking place, Captain de Saumarez returned to the Centurion; and, on the 15th December, 1743, set sail for England. On the 3d January, the Centurion came to an anchor at Prince's Island, in the Straits of Sunda: on the 8th she weighed and stood for the Cape of Good Hope, where, on the 11th March, she anchored in Table Bay.

Having completed his water and provisions, and entered 40 new

* It is singular that neither the name of the first lieutenant, Mr. de Saumarez, nor any individual, is given, as having distinguished themselves in this combat. Probably it was our hero who whispered in the ear of the victorious Commodore the appalling intelligence of the imminent peril the Centurion was in.—Edit.

men, the Commodore weighed on the 3d April, and stood to sea; on the 19th saw, but did not touch at, the island of St. Helena. By the 12th of January, 1744, got sight of the Lizard; and on the 15th, in the evening, to their infinite joy, they came safe to an anchorage at Spithead! Thus, the voyage round the globe was completed in three years and nine months; accompanied by the most signal perils to the very last; the Centurion, on her arrival in the chops of the Channel, having passed in safety through a French fleet, from which a fog concealed her!

After this long and perilous voyage, it is to be presumed that Captain Philip de Saumarez enjoyed for some time that repose in his native country, to which his valour and his toils had so justly entitled him.

In the year 1746, we find him invested with the command of the Nottingham, a sixty-gun ship; and on the 11th October, in that year, being then alone, he fell in with the Mary, a French sixty-four, manned with 550 men, off Cape Clear, which he immediately attacked, and after a close engagement of two hours and a half, she struck her colours, and was added to the British navy. On board the enemy there were 23 men killed, and 19 wounded.

The next public mention of this officer, states that Captain Philip de Saumarez, in the Nottingham, sailed on the 9th April, 1747, with the fleet under the command of Vice-admiral Anson, and continued to cruize off Cape Finisterre,* till the 3d May, when the French squadron was discovered, consisting of thirty sail.

For a full account of this battle, the result of which was so glorious to the British fleet, we refer our readers to Vice-admiral Anson's official letter, given at full length in his very interesting life.† All that we shall remark is, that the van of the enemy's fleet having attempted to steer off, Captain de Saumarez, in the Nottingham, was sent with the Monmouth in pursuit. Having largely partaken of the toils, dangers, and miseries, which attended the voyage of his friend, Mr. Anson, round the globe, we find him, though in a more elevated rank, still serving under the command of that distinguished officer, and partaking of the glory he acquired on the memorable 3d of May.

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* *Vide* N. C. Vol. VIII. page 290. † *Vide* N.C. Vol. VIII. p. 290.

The next battle in which he was engaged, closed his short but brilliant career. On the 9th of August, the Nottingham, Captain de Saumarez, forming part of the fleet commanded by Admiral Hawke,* after a tedious cruize, at seven o'clock in the morning, obtained sight of the French fleet. For an account of this action, we refer to Admiral Hawke's official letter in the NAVAL CHRONICLE,† where that interesting document may be found at full length. ‡

In that hard-fought battle, the only ships which escaped were Le Tonnant, of 80 guns, and 882 men, on board of which was M. de Letender, Chef d'Escadre; and L'Intrepide, of 74 guns, and 686 men, Count de Vaudreuil. When Admiral Hawke perceived the above ships were making sail to get away, Captain Saunders,§ of the Yarmouth, Captain Philip de Saumarez, of the Nottingham; and Captain Rodney, of the Eagle,‖ were ordered to pursue them. Those three ships having come up with the flying enemy, engaged them near an hour, and, disabled as they partly were, would probably have overpowered them, had not Captain Philip de Saumarez been killed by a shot from the Tonnant, which forced the Nottingham to haul her wind. Thus gloriously perished, in the moment of victory, and in the flower of his days, Captain Philip de Saumarez, who, at that early period of his rank as post captain, had acquired distinguished eminence; and if his valuable life had been spared, there is no doubt but he would have raised his own glory and that of his country to as elevated a pitch as ever was attained by any of his illustrious predecessors. He died unmarried, and was only thirty-seven years old when he perished.

This distinguished officer appears to have been but little indebted to the ostensible, or the actual Editor of Anson's Voyage.¶ His

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* *Vide* N.C. Vol. VIII.

† Vol. VII. p. 455-6. Vol. III. p. 427, 428, and 429.

‡ The life of Admiral Sir John Moore, K.B. having been given in the IIId Vol. of the N.C. who distinguished himself in Admiral Hawke's engagement with the French on the 14th October, 1747, Admiral Hawke's official letter was given in the life of Sir John Moore. The life of Admiral Lord Hawke appeared in the VIIth Vol. of the N.C. p. 453, to which a note should have been added, stating where the Gazette account of the victory of that day (14th October, 1747) was to be found.—EDIT.

§ *Vide* N.C. Vol. I. p. 7. ‖ *Ibid.* p. 355.

¶ *Vide* N.C. Vol. VIII. p. 267.

name occurs so very rarely in the course of a narrative, in which he played so important a part, that it looks as if, from feelings of private pique, it had been purposely kept in the back ground. And, however great its merit as to style and composition, so intricately is the relation carried on as to dates, that it is difficult to ascertain even the year in which the events narrated had place.

Of his personal disposition we know nothing. From the rank which his family had long possessed, it is probable he received a liberal education, at least in as far as his going to sea at sixteen years of age permitted. From an observation dropped as it were by accident from the pen of the Editor,* as to the courteous manner in which Philip de Saumarez strove to dissipate the fears of the Spaniards, when he took possession of the Carmelo prize-ship, we may fairly infer, that he was a man of polished manners; and indeed, leaving morals out of the question, the gentry of Guernsey have long been celebrated for suavity of manners.

Philip de Saumarez, whose memoirs we have given in the best manner we were able, was descended from a very ancient Norman family, which has for many centuries been established in the island of Guernsey; for we find by authentic records, that shortly after the Norman conquest, one of his ancestors was Lord of the Seigneurie of Saumarez in that island. His nephew, Matthew de Saumarez, father of the Admiral, Sir James, is now in possession of that Lordship.

Philip (the hero of this biographical sketch) was born the 17th November, 1710, in the town and parish of St. Peter Port, in the island of Guernsey. He was the second son of Matthew de Saumarez, Esq. and Ann Durell, daughter of John Durell, Esq. who was at that period chief magistrate of the island of Jersey.

The brothers of Philip de Saumarez were, John, attorney-general in the island of Guernsey; Matthew, eminent in the medical profession, father to the Admiral, Sir James Saumarez, K.B.; and Thomas,† a captain in the royal navy.

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* *Vide* Anson's Voyage, p. 140 and 141.

† Captain Thomas Saumarez also sailed in the squadron under Commodore Anson, and was captain of H.M.S. Antelope, of 50 guns, in which ship he captured the Belliqueux, a French 64, off the island of Lundy, in the Bristol Channel. He was married to Miss Mountstephens, of the county of Cornwall, and resided at Money Hill, near Rickmansworth, Herts; where he died without issue in the year 1764.

The sisters of Philip de Saumarez were, Ann, married to Philip Dumaresq, captain in the royal navy; and 2dly, to Admiral Richard Collings; and Magdalen, married to Admiral Philip Durell.*

An half length portrait, thought to be a striking resemblance of Philip de Saumarez, is preserved in the possession of his nephew, the father of the Admiral, Sir James Saumarez.

Of his monument in the Abbey, the inscription has been twice given, by mistake, in the NAVAL CHRONICLE.† A design of the monument forms the frontispiece of the 29th Volume.

NAUTICAL ANECDOTES, &c.

EVENTS AT CALAIS.

ON Easter-day, the 10th of April, 1814, His Majesty Louis the XVIIIth was Proclaimed with general joy.

At twelve in the morning, the English navy brig Cadmus, Captain Evans, cruising before the harbour, and perceiving the white flag on the tower, gallantly sent an officer in a boat with a letter to the Mayor, expressing the wish to come, if possible, on shore, and share the general joy. The officer, Mr. Stevenson, came at the moment the Mayor and principal Authorities were marching out to make the Proclamation. He was received with the greatest joy, and placed close to the Mayor, and went with him about the town during the whole ceremony.

In the mean time, Chevalier Tomsouville, of the navy, was despatched in the English boat to bring on shore the captain of the Cadmus, Mr. Evans, and such of his officers as could conveniently come on shore with him. They were received by the principal Authorities on the quay, and complimented by Mr. Pigault Maubaillareg, banker to the English Ambassadors, as were his father and grandfather, and who, when all placemen were obliged to vote for Buonaparte as French Emperor, by placing on a public register yes or no, was the only one in Calais who boldly dared write *no*, and experienced ever since the severity of Buonaparte's police, and was often in danger of being taken up. They marched into town with a band playing alternately *God save the King*, and the French national tune of the favourite royal song *Vive Henry Quatre*, amidst shouts and huzzas for the

* Admiral Durell commanded a division under the orders of Sir Charles Saunders, at Louisbourg,(*a*) and Quebec. He died the 6th December, 1766, on board of the Launceston, at Halifax, on assuming the chief command on that station.

† Vol. III. p. 430. and Vol. XXX. p. 496.

(*a*) See N.C. Vol. VIII. p. 11.

Prince Regent and for Louis XVIII. They were thus conducted, amidst an innumerable crowd of the whole population, to the Hotel d'Angleterre, where an elegant dinner was prepared.

The Mayor, Mr. Neuard, presented himself, with a party of ladies, who wished to partake of the general joy, and express theirs to the English officers.

The dinner was extremely gay and friendly. Several national tunes, now in favour, were played by the band, and Mr. Boyer, one of the gentlemen present, sung a song he made extempore in honour of England, the British navy, and more particularly of the Cadmus's captain, officers, and crew. The captain desired the song, and it was delivered to him.

Mr. Palyart, Inspector of Customs on the coast from Boulogne to Dunkirk, who speaks very good English, distinguished himself very much in token of friendship and joy; as also Captain Chevalier Tomsouville, of the navy, well known by his generous conduct to English prisoners; by his bravery, which was rewarded with the cross of honour, and his philanthropy, in exposing often his life to save that of an unfortunate shipwrecked friend or foe, which was rewarded by general esteem; in one word, it would be too long to enumerate all those who vied in the warmest demonstrations of joy, of esteem, and friendship, to the English nation at large, and crew of the Cadmus.

Our pleasure, however, was darkened in the middle of the dinner, by several military messages to the Mayor, from General Barbasan, Commandant of the town, an old and generally detested jacobin. On these messages to the Mayor, this gentleman left table five or six times with great concern. We soon learned with grief and surprise, that a boat, with the captain and three officers of a second brig cruising, having presented itself in the harbour to share with us the general joy, were refused to land by General Barbasan, and ordered to leave the port immediately.

The whole population, justly incensed at such illiberal orders, was at once in an uproar, would oppose these officers' return on board, would carry them into town, and force the way; and the Mayor was obliged to leave company, and run in haste to restrain the people's just indignation, which he did with great difficulty. At the same time General Barbasan sent another order to the Hotel d'Angleterre, that Captain Evans and his officers should immediately return on board, and not approach again the spot, or they would be fired at.

This order was prudently concealed by the Mayor from the company at table, from the people of the town for fear of the consequence, and imparted to Captain Evans only as he went off from the Hotel to return on board. However, dinner was shortened to put an end to these violent and unprecedented proceedings among civilized nations.

Captain Evans and his officers were, in spite of Barbasan, with the music, and amidst the whole inhabitants who guarded them, conducted back to the port, where an affectionate leave was taken of them, fearing every moment till they were gone, they might be detained by Barbasan's orders. This man, so late as three days ago, had forced the garrison to take an oath in favour of Buonaparte, and of firing on the inhabitants if they moved

in favour of the Bourbons. His worthy counsellor, Label, Colonel of the Engineers, who encouraged him in these outrageous proceedings, had also three days before ordered that the sluices might be in readiness to let the sea-water in the country, which would have ruined the landlords and tenants up to St. Omer's.

The inhabitants of Calais intend to beg, as a first favour of the Bourbons, to be rid of these two worthy friends of Buonaparte. They also refused to release some English sailors, prisoners of war, when the inhabitants wished to make them partake of the pleasure generally felt on this occasion. Such are the events of this day, which would have been a most glorious one, had it not been darkened by these two jacobins.

THE ISLAND OF ELBA.

This island is situated in the Mediterranean, between Corsica and the coast of Tuscany. It contains two excellent harbours, Porto Ferrajo, and Porto Longone, which belonged to Naples. In 1801, the rights of Tuscany in this island were ceded by the fifth article of the treaty of Luneville to the Infant of Spain—Duke of Parma; and the rights of Naples were ceded to France by the treaty of peace concluded at Florence on the 28th March, 1801. The port belonging to the Duke of Parma was afterwards ceded to, or rather seized by Buonaparte, who thus describes it in the Exposé of the State of the Republic, 2d Ventose, year 1801.

"The island of Elba was ceded to France: it gave to France a mild industrious people, two superb harbours, and an abundant and valuable mine (marble), but separated from France; this island *could not be intimately attached to any of the departments, nor submitted to the rules of a general administration.* Principles have, therefore, been compelled to yield to the force of circumstances, and we have established for the island of Elba, the exceptions which its position and the public interest demanded."

This island is again noticed in a report of the minister of war, Berthier (now Prince of Neufchatel), dated 9th November, 1803, to the First Consul:—"The triangular measurement of the island of Elba is finished, and is connected with Corsica, with the continent, and with the little island and shoals that surround it. I have the honour to present to you the plans finished of Porto Ferrajo, and of Porto Longone: they, as well as six views, are destined for the atlas of the First Consul. The map of the whole island, on a very large scale, is already in great forwardness, and will be finished in the month of Brumaire. The most detailed memoirs regarding the topography of this island, will afford a complete knowledge of this important point of the *new* territory of the Republic."

A French gazetteer further describes this island as being "the seat of the sub-prefecture of the department of the Mediterranean." It has a criminal court, and tribunal of the first resort, with an appeal to Aix. It is from 25 to 30 leagues in circumference, and has a population of 13,700 souls.

NAUTICAL ILLUMINATIONS.

The Thisbe. This frigate, lying off Greenwich, Rear-admiral Legg's flag-ship, was most splendidly illuminated on Monday night (11th April). Within a few minutes of the time appointed, some very powerful rockets were let off from the main deck, and afterwards from the main-top-mast head; on the explosion of which, at their utmost height, the air was illuminated by a mass of brilliant lights. After near a dozen had ascended in grand style, the Thisbe, from yard-arm to yard-arm, and from the deck to the main-top-mast head, became instantaneously a most beautiful illumination of what are called blue lights, whose chastened lustre produced an effect the most pleasing and beautiful. This was done twice, and with the same celerity as with gas lights. The sight was very novel, and highly gratifying to a great number of spectators.

SWEDISH ANECDOTE.

When the brilliant court of Gustavus III. was at the zenith of its glory, the amours of the wife of a certain admiral afforded food for the gossips of the court and city. One day, when the court were at Ekolsund (a country palace in Sodermanland, now belonging to the son of the late Sir Alexander Seton, and lately inhabited by Mr. Dundas), as the Duchess of Sodermanland, now Queen of Sweden, was looking out of the window of the palace, which commands a view over a vast extensive lake, she saw a huge monster swimming across, whose large antlers and long neck were reared high above the flood. "What have we here," said the Royal Duchess, to a lady who stood near the King. "It is an Elk," replied the lady. "Dear me," said the worthy King, "I was just going to desire the ladies to retire, for I really took it for Admiral ——— bathing."

CAPTAIN MILLMAN.

Capt. Millman, son of Sir Francis Millman, Bart. just arrived from Verdun, where he was some time a prisoner of war, owed his liberation to the influence of Doctor Jenner, now in Paris, who was in such high esteem with Buonaparte on account of the success of his vaccination in that capital, that he was informed the French Emperor would readily grant him any favour he might request. The Doctor, in consequence, solicited the exchange of Captain Millman, which was immediately granted.

CAPTAIN SIR HOME POPHAM.

When this officer was at St. Petersburgh, in 1799, the hired armed lugger the Nile, being celebrated as the fastest sailer in the service, Sir Home Popham was honoured with a visit by the Emperor Paul, to witness her manœuvres. Her master was Mr. Stephen Butcher, of Folkstone, a seaman of first-rate abilities, and no less celebrated as a smuggler: the crew were chiefly smugglers; a set of men peculiarly expert in the management of luggers, a class of vessels which men-of-war's-men can seldom manage. In the midst of the manœuvres, the Emperor Paul being engaged in conversation with Captain Popham, the watchful eye of the master, saw the main lanyard block descending, and by an instantaneous effort he

pushed the Emperor away, and saved his life; for the block fell upon the identical spot where Paul had been standing. We do not hear that Mr. Butcher was noticed; but to this little nautical trip was attributed the honour of knighthood bestowed by the Emperor on Captain Popham.

THE DUCHESS OF OLDENBURG.

Her Imperial Highness on landing at Sheerness from the Jason frigate, commanded by the Honourable Captain King, bestowed many munificent tokens of gratitude on the officers and ship's company, in return for the attention shewn her. The Princess presented the captain with a ring worth three hundred guineas; and to each of the other officers a ring of one hundred guineas value. To the wife of one of the sailors, she presented a broach of eighty guineas value; and she directed three hundred ducats to be divided amongst the crew. To Mrs. Lobb, the wife of the commissioner, she presented a broach set round with brilliants worth one hundred and twenty guineas.

A SUBMARINE BOAT.

This singular vessel, in shape much resembling a porpoise, 27 feet in length, five in depth, and five broad, arched over, sharp at each end; her materials, principally consisting of wrought and cast iron, is in a state of considerable forwardness. The inventor of this extraordinary machine undertakes to sail her on the surface of the water as an ordinary boat; he can immediately strike her yards and masts, plunge her to any depth he pleases under water, and remain there 12 hours without any inconvenience or external communication, as occasion may require. To strike her yards and masts, and descend under water, is but the work of two or three minutes. He can row, and navigate her under water at the rate of four knots an hour; remain stationary at any particular depth, and descend or ascend at pleasure; this vessel is so strongly built and so well fortified as to defy the effect of a twelve-pounder at point-blank shot. It is supposed government designs this formidable invention to counteract the torpedo system of America: the proprietor can attach any quantity of gun-powder to any sunken body and explode the same at pleasure.

MATHEMATICAL QUESTION.

Given $x + y + \frac{y^2}{x} = a$,

and $x^2 + y^2 + \frac{y^4}{x} = b$.

To find the value of y, without substitution, by a simple equation.

PLATE CCCCXII.

THE Portrait prefixed to this page, is of ALEXANDER FRASER, Esq. Rear-admiral of the White Squadron, whose Memoir we presented to our readers at page 89 of the present Volume; and gentlemen will be pleased to direct their binders to pay attention to the proper placing of this engraving.

CORRESPONDENCE.

MR. EDITOR, *23d April*, 1814.

WITH a view of giving the greatest degree of publicity to the letter herewith enclosed, addressed to the King of Prussia (to whom I shall forward a copy of this number) I request the favour of its insertion.

The references, unintelligible to the general reader, refer to those parts of the MSS. transmitted to the king, containing the most copious and complete legal evidence of the atrocious conduct of those judges, magistrates, and others, who sold the rights of Prussian neutrality to the foe.

I am, Sir,

Your most obedient humble servant,

J. Brown.

TO HIS MAJESTY THE KING OF PRUSSIA.

SIRE, *London, 25th April*, 1814.

IT is rational to suppose that the restoration and extension of the maritime commerce of your kingdom form one of the principal subjects of your solicitude. The object of this letter is to display the hidden source whence danger and dishonour have proceeded, and whereby the maritime commerce of Prussia, previous to the invasion of your dominions in 1806 was polluted and half destroyed. The intention of the maritime laws of Prussia was, to create and cherish a spirit of naval and commercial enterprise in every port of the monarchy. The intention of the legislator was—to secure every possible advantage for the trade and flag of Prussia; but as certainly it was also the design of the law-givers to limit and confine to Prussian subjects, ships, and commerce, all the rights and privileges attached to the Prussian flag.

In direct violation of their duty to their sovereign, many of the judges, bailiffs, and other persons residing in the province of East Friesland, in every maritime war which has occurred since the year 1779, wherein Prussia was neutral, have openly sanctioned the most radical prostitution of your Majesty's flag, and sold to a horde of perjured men, public docu-

ments of the most solemn description, which should have been reserved for Prussian ships and commerce, and such only, whereby the rights and privileges of the maritime neutrality of Prussia have been systematically transferred to the ships and merchandise of Holland, France, and Spain; and the shipping, mariners and products of great belligerent states, withdrawn from the imminent peril which awaited the appearance of their national flags upon the ocean; of the commercial spoils of which, by this base subterfuge, the royal navy of Great Britain has long been to a very great extent deprived. In almost every situation, by a principle of moral justice that can seldom be averted, every species of crime produces its own punishment. It is true, that our invincible navy has been deprived of many millions of prize-property during the present war; but, Sire, placing tarnished faith and honour out of the question, the maritime wealth of Prussia suffered still more. It was not possible that our Courts of Prize could be deceived by a fraud which attempted to cover the trade of belligerent states under a neutral mask: why they did not make a more resolute stand against the recognition of spurious documents and perjured evidence is not my province to inquire: but, the commanders of our fleets and cruisers, in obedience to their instructions which commands them to detain all *suspicious* cases, being unable to distinguish between the neutral and neutralized vessels and cargoes, (the papers of the whole being alike as to form and tenor,) commonly detained every vessel found navigating under the Prussian flag if laden with the produce of an enemy's country or colony, or bound to or from an enemy's port. Thence, the capture of vessels under the Prussian flag was multiplied to a prodigious degree; the security of property, really Prussian, became loose and uncertain, being incessantly exposed to the most fatal delays and ruinous litigation in our expensive Courts of Admiralty jurisdiction, and whilst, by the dexterity of the neutralizer, and the shameless perjuries of the master and mates, in nine cases out of ten, the disguised enemy escaped, it sometimes happened, perhaps, from some technical conformality, that property really Prussian, has been condemned!

The perjured neutralizers, at the instigation of the enemy owners, addressed numerous memorials to your Majesty, stating, in exaggerated terms, the losses and injuries to which they had been exposed by what those mercenary and perjured wretches dared to term the lawless violence of Great Britain, calling on your Majesty to protect your flag! which complaints had, of course, an inevitable tendency to create a coolness between your Majesty's government and that of Great Britain, whereby the views of the common enemy were greatly facilitated. Independently of the honour of the Prussian monarchy being sullied by that organized violation of its maritime neutrality, the injury done to public morals was irreparable and boundless. Perjury became exalted to a kind of new science, and those who could forge signatures adroitly were munificently rewarded. The master of a Dutch vessel, navigating under your Majesty's flag, which was sent into Harwich in 1805, being about to be examined before the actuary, exclaimed with every appearance of real anguish, *My God!*

my God! what shall I do! If I swear to truth, I lose my bread: if I swear falsely, I lose my soul.

In this manner, Sire, has the honour of your flag been compromised, and the morals of your subjects polluted. To the unprincipled conduct of neutral flags was France, notwithstanding reiterated defeats, and the blockade of her ports of naval equipment, indebted for the means of constructing new navies and carrying on without a navy, not only her foreign, but even her coasting trade: and in the ever memorable invasion of your Majesty's dominions, the frauds of neutral flags enabled the enemy, in anticipation of war, to collect magazines in the Baltic ports, and afterwards to supply his hospital at Lubeck, and the army that besieged Dantzig. In short this vile mercantile system furnished the enemy with the means of overwhelming Prussia. Happily, Sire, you have re-established the integrity and independence of your kingdom, and carried your victorious arms to the capital of your invader.

Although the present aspect of affairs affords a flattering promise of a long duration of tranquillity, yet, it might be prudent to adopt such measures as the occasion may require to prevent the future recurrence of danger or dishonour. To enable you, Sire, the better to comprehend the nature and extent of the abuses practised under your flag, I shall immediately transmit to Berlin a most important assemblage of legal evidence, such as shall leave no doubt as to the truth of every allegation this letter may contain.

I shall also transmit two pamphlets relative to the frauds of neutral flags, and more particularly of the flag of Prussia. The earliest I published in January 1805: its object was, to fix the attention of government to this momentous subject—to undeceive the royal navy, and lay the disguised fleets of the enemy open to capture and condemnation. The second pamphlet, printed in January last, will be found to contain an authentic history of the rise and progress of the organized violation of the flag of Prussia. The original MS. is still in my possession, and at your Majesty's service—it is a document well worthy the notice of your ministers. But I beg to be distinctly understood;—it is not my meaning to involve any individual in punishment; for I expose the crimes of your judges, magistrates, and subjects, with no other view than to prevent their future recurrence.

By the documents transmitted, which will be found to contain a faithful picture of the commerce of Europe drawn by a hand of no common skill, it will be satisfactorily proved that the judges, bailiffs, magistrates, and others of your subjects resident in your province of East Friesland, have, in each maritime war since 1779, derived enormous gains by their organized violations of the Prussian flag; and that, in the year 1806, there were upwards of THREE THOUSAND SAIL of vessels belonging to the merchants of Holland, France, and Spain, navigating under the Prussian flag, each of which vessels yielded an annual tribute to the perjured neutralizer. And also, that the venal judges who issued the papers, derived a considerable profit from each set of papers; and from every other document issued by them, in support of the innumerable fraudulent transactions in which the perjured neutralizers were incessantly engaged.

The first regular establishment formed for the sale of neutral rights, and the commission of all the forgeries and perjuries incidental to such traffic, was that of *Van Olst Brouwer*, and Co. in Embden, in the year 1799,* and before the next general peace, there were neutralized by that firm no less than five hundred and twenty sail of ships—and cargoes incalculable. Amongst these ships were ten East Indiamen, twenty West Indiamen, and forty large Greenlanders! There were three other similar establishments at Embden. In 1806, on the name of the *Van Cammingas* of Embden, there were upwards of five hundred sail of belligerent vessels navigating as Prussian property: and their revenue, at that period, is supposed to have amounted to forty thousand pounds sterling; yet they charged no more than one per cent. on merchandise, and two per cent. on ships and freights! There were then in existence nearly *sixty* other establishments of the same base nature. The admission of so prodigious a number of belligerent ships within the pale of neutral commerce, necessarily diminished the demand for neutral vessels, as the owners of the neutralized ships must have chartered neutral vessels, if they could not have neutralized their own. It retarded ship-building, and deteriorated very materially from the value of shipping. Nor were the neutralized vessels repaired in the countries whose flag they bore, but at the belligerent ports whereto they belonged. No national advantage of any kind arose to the neutral states whose flag was violated. In short, Sire, the frauds of neutral flags were alone beneficial to the perjured neutralizers and their base confederates, to the enemies of Great Britain, and the members of the Prize Tribunals.

Enormously great, as unquestionably was the wealth gained by the venal judges and the perjured neutralizers of East Friesland, it was equalled, if not surpassed, by that which arose from this diabolical system to the members of our prize tribunals. I have been informed, from a person holding a situation of great importance in the High Admiralty Court of England, that the judge derived a revenue in the first years of the present war exceeding to thirty thousand per annum: the King's Advocate, from thirty to forty thousand pounds per annum; the King's Procurator General, sixty thousand pounds per annum (and his conducting clerk is believed in the course of a few years to have acquired a considerable fortune); the Registrar of the Court from thirty to forty thousand per annum; and some of the Proctors of the Court, are supposed to have derived enormous revenues from the vast increase in the number of litigated cases; and it is capable of proof, and I pledge myself to prove it, that far very far the greater part of those princely revenues arose from the detestable system of false papers and false oaths, the systematical organization, and enormity of which, from public motives, I first developed to my country and the world.

Where such prodigious gains arose, it was not very wonderful, Sire, if some individuals contemplated the detestable source with less detestation than the officers and seamen of our injured navy whom it insulted

* *Vide* Pamphlet, 1814, p. 25.

and impoverished. When I urged the immorality of receiving the evidence of men known to subsist by mercenary perjury, I was told, that as long as neutral princes suffered their neutrality to be violated, our courts were obliged to receive the simulated documents, and give credit to the perjured witnesses! Our prize courts certainly acted upon that principle; and if the papers were in what was technically called "*proper order*," and if the witnesses swore in conformity to the papers, in all cases of property, it was restored as claimed. And thus might be obtained, by fraud and perjury combined, every advantage connected with the popular doctrine of free ship—free goods. The High Court of Admiralty, Sire, were not, and could not be ignorant of those enormous frauds: for in 1805, I deposited in that tribunal, in the second capture of the Hoop, Askergren, master, the very important documents relative to those frauds of which I herewith transmit translated copies to your Majesty.

Had you been duly informed, Sire, of those mal-practices, no doubt they would have been terminated. Amongst other regulations, your Majesty, in 1799, issued a proclamation in the Aurich Gazette, with a view to insure a more strict administration of oaths in all cases of maritime jurisprudence; but the judges,* and other officers of the crown, whose peculiar and personal duty it was, to have given full effect to your upright intention, were those by whom that proclamation was rendered abortive and of no effect.

I consulted, in March 1804, with persons holding respectable situations under your Majesty's government, but, averse as they were, and as every honourable mind must ever be to such unparalleled acts of depravity, they dissuaded me from proceeding to Berlin, and laying those proofs before your Majesty, which I now transmit, representing the wealth and influence of the criminals, as being sufficiently great to render it a dangerous enterprise, independent of the great and hourly-increasing prevalence of the politics of France in the court of Berlin.

In July following, I wrote to Mr. Jackson, the British minister at your Majesty's court. The spars, masts, and other contraband of war, afterwards employed in the construction of the Scheldt fleet, were then daily arriving in the Ems, having been neutralized by Claas Tholen, and D. T. Van Commingat. I caused many cargoes to be captured by H. M. cruizers, but was unable to procure any effectual interference on the part of my Sovereign. In all these cases, Sire, I acted on principles entirely disinterested, without any prospect whatever of gain.

I next returned to London, and made an unconditional tender to his Majesty's minister of the important documents relative to the organized prostitution of the Prussian flag. How I obtained possession of them, the affidavits exhibited in the High Admiralty Court will prove, and convince your Majesty I obtained them in a fair and honourable manner, and perseveringly endeavoured to apply them to the best possible end. For

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* *Vide* MS. book A. p. 55. sec. 1425.

† MS. B. p. 24. sec. 1486. n, o, p. and MS. A. p. 246 sec. 1328—1330.

‡ *Vide* MS. A. p. 6. 1—14.

several years in succession, I offered them to the different administrations which had place; but in vain; and when I strove to break down in a court of law, the rampart thrown up by forgery and perjury round the violation of maritime neutrality, I found myself opposed in a quarter where, of all others, I had the least right to expect it, and where opposition was the most fatal to my hopes.

Although repelled, I never despaired, nor lost sight of the great object I still hoped to accomplish. The violations of martime neutrality produced their own punishment, and led to multiplied captures by the British fleets; and those captures, though fully justifiable, gave birth to loud and angry complaints from neutrals and neutralizers, addressed not only to your Majesty, but to every sovereign prince in Europe. Availing himself of those events, the enemy made greater and greater encroachments on neutral rights, and ventured to seize or confiscate British colonial produce and manufactures, although unquestionably the property of neutrals, in its transit to foreign markets through neutral states. This monstrous stretch of arbitrary power was followed by more rigid and more extensive systems of blockade of the enemy's coasts by the fleets of Great Britain; and those blockades by the celebrated Berlin and Milan decrees, which quickly produced our memorable orders in council, and those our immoral system of licensed trade. The effect of the above was, to drive every neutral flag from the ocean, and degrade the occupation of a merchant to the lowest possible ebb. It would require no great degree of talent, Sire, to trace these terrible calamities up to the first great and systematical prostitution of neutral flags, which commenced in your dominions in 1779.

The continental system, Sire, was the most formidable weapon that ever was wielded by any enemy against my country. Nothing could have defeated its object but the unconquerable impetuosity of its projector. Too impatient to wait the effects of its slow but sure operation, anxious to accelerate his triumph over Great Britain, he poured his colossal strength upon Russia. The severity of the climate, the fidelity of the people, the courage of the Russian armies, destroyed the mighty hosts of the invader, and, with a rapidity of ruin which stands without a parallel in history, the proud conqueror was overwhelmed and reduced to abdicate his throne.

The present juncture, Sire, is beyond any that ever preceded it—the most auspicious for rooting out for ever from every maritime state, the loathsome practice of false papers and false oaths. The former system of neutral trade now lies broken in fragments, and this is the moment, Sire, to introduce a more perfect organization.

In the name of the morals and happiness of mankind—in the name of the deeply injured navy of Great Britain—I implore you, Sire, to adopt such measures regarding the persons to whom in future your Majesty may delegate the power of issuing documents of Prussian citizenship, shipping, or merchandise, as may serve as a model to every maritime state, and put an effectual end to a practice founded on fraud and perjury, to which might fairly be ascribed much of the misfortunes which lately overwhelmed your monarchy, and which has also been the producing cause of those heavy misfortunes which, at the present moment, threatens with new calamities

the extensive coasts of America. In short, Sire, there is no part of the world washed by the ocean, nor visited by commerce, where its polluted influence has not been shed; it is a modern Python, engendered in the slime of a contaminated commerce, and far more dreadful than that fabled monster of antiquity, as that only fed upon the bodies—but this upon the morals of mankind.

In the list of neutralized ships in MS. book A. p. 17 to 49, may be found evidence of such gigantic frauds practised under your Majesty's flag, as might appear incredible, were the proofs of a nature that could be questioned. In every separate ship, there is evidence of the most infamous frauds committed by the neutralizer, and sanctioned by your magistrates. In these the term "*Renversal*" frequently occurs, which means a counter-deed, or acknowledgment that the neutralizer had no legal claim or pretension to the property neutralized; that the Prussian documents of neutrality were merely nominal, and intended to procure the vessel the privileges of Prussian neutrality. In the MS. book B. p. 21, is a translated copy of the original renversal for the brig *Cato*, mentioned in MS. A. p. 21.

To the greater part of Schroder's neutralized ships is attached the term "*Protection Money.*" This signifies the annual tribute paid for the use of the Prussian flag. See the translated copy of an original deed, book B, p. 21.

Almost every case shews the facility with which *Burger Briefs* were procured for Dutch and French skippers, of the Amtmen of various districts in East Friesland.

In the entry of the ship No. 5, p. 20, MS. A. it is expressly stated that the master was not a Prussian, but that the neutralizer procured him a Burger Brief.

In ship No. 12, p. 24, the name of Baumgaurten occurs, who was hired as a deputy false swearer, by C. F. Schroder, to swear to whatever he should be required by his master, at an annual stipend. This man's name occurs in ship No. 13, p. 25; ship No. 27, p. 33; ship No. 28, p. 34; ship No. 33 p. 36; ship No. 34, p. 37; ship No. 35, p. 37. In the letters, No. 77, p. 206, and 218, 228, and 229, may be seen the reasons assigned for the hire of this deputy false swearer; namely, that the performance of some very gross perjuries might lessen Schroder's credit with our High Admiralty Court. Yet, with this evidence fully verified before that Court, in the case of the Juffrouw Mindel, Bos, master, on the oath of this miscreant, were the ship and cargo restored, and the captors condemned in costs and damages! when, by the maritime law of Prussia, neither the one nor the other were entitled to the privileges of Prussian property.

In the ships, No. 20, p. 28, a clerk of the neutralizer, a young man, just then turned of twenty years of age, was employed to commit a forgery, and appear under false names in fraudulent deeds, to which the most solemn oaths appear to have been attached. The same occurs also in ship No. 21, p. 29; ship 22, p. 30; ship 23, p. 31; ship 25, p. 32; ship 27, p. 33; ship 28, p. 34; and in ship No. 33, p. 36, a youth only *seventeen years old*, named Waltman, born in Flushing, is introduced to commit a forgery, and sanction a fraud: the same again occurs in ship No. 35, and 36, p. 37.

Relative to the ship No. 49, p. 43, there is in MS. B. p. 19, an account of the prices paid by Schroder, the neutralizer, to the judge, for a set of ship's documents, by which you may perceive the price paid and the price charged for each document. The Sea Pass is charged by the judge to the neutralizer. 33*f.* 16.; who in his turn charges the Dutch owners, 116*f.* 10. the judge charges for a muster roll in blank, 6*f.* 2. with the magisterial seals and signatures affixed, for which the neutralizer charges the Dutch owner, 18*f.* 8. The neutralizer pays the bontona, or bailiff, for a Burger Brief for the Dutch master, 81*f.* 4. and charges the Dutch merchants, 115*f.* 4. The total expense of all the papers was 179*f.* 18. the price charged, 478*f.*; the difference was the neutralizer's profit.

In the ship No. 52, p. 45, is the entry of a Dutch snow, called the Susannah Margaretha, belonging to a merchant of Dordrecht. In the same book, p. 219 and 220, is the whole plan, as arranged between the Dutch owner and the neutralizer, relative to this curious specimen of mercantile dexterity, wherein the most artful precautions were used to prevent detection; but in which all the latent frauds were developed and laid open. In the book B. p. 15, is the copy of the sea pass, granted in your Majesty's name to that ship; p. 17 is the ship's certificate, and p. 18 the certificate of the cargo. The ship was captured by the Cruizer, Captain Hancock, 23d August, 1805, and condemned. Yet, after this very extraordinary proof of the perjury of Carl Frederick Schroder, his oath was still continued to be received as evidence in the High Admiralty Court.

In the book A. p. 175 and 6, are two letters from a Dutch house of trade, to C. F. Schroder, relative to his terms for the neutralization of cargoes; and p. 195 is an order for a certificate of property for

27 sacks, or 1 last of peas.
27 do. or 1 do. wheat.
108 do. or 4 do. horse beans.
10 chests, or 108 small Edam cheeses.
264 sacks, or 10 lasts of barley.

To be shipped in the Vrede, Oelsen, Master.

In page 193, is a simulated letter, expressly written to deceive our Admiralty Court, ordering the same goods as though it really were upon Schroder's account and risk. The Vrede was captured by H. M. gun-brig the Adder, the cause was tried before the Right Hon. Sir William Scott, and the cargo *restored to the perjured claimant.* In the MS. book B. p. 1, is the claim on oath for that cargo, by C. F. Schroder. It is not possible to refer your Majesty to a stronger case than this, in support of the necessity of putting an end to such atrocious crimes. Yet, this very complete evidence of the perjuries of C. F. Schroder and his confederates, were insufficient to produce his exclusion as a suitor from the Admiralty Court.

I shall proceed no further than to state, that the neutralizers charged money for taxes paid to your Majesty, which were never levied. (MS. book A. p. 136, sect. 576, 597). That they sold all kind of instruments in blank, as certificates of property, muster-rolls, burger-briefs, and clearances; in fact, that there was no proof whatever required by our High

Admiralty Court, but was to be bought of a hundred envious competitors, who sent printed circulars to the ports of Holland and France (book A. p. 66, sec. 72, 73; p. 68, sec. 81, 82) and also despatched travellers (p. 69, sec. 89, 90, 91) to solicit business (p. 200, 201), with the same regularity as though it were an open and honourable trade. There was a violent competition for employ in this mart of perjury. They even stated the terms on which that work of infamy was to be performed (125, sec. 497, 8, 9. 500, 1, 2). A certain Jew was employed in London to carry into effect the perjuries of the neutralizers. He committed perjury without hesitation himself, and corresponded directly with the enemy owners. (p. 82, sec. 186 to 201). This perjured being also boasted, in his confidential letters, of standing on terms of intimacy with persons of rank belonging to the Admiralty Court, through whose means he could obtain the release of ships and merchandise, when no other person could. (p. 77, sec. 147, 8; and pamphlet, 1814.)

I publish this letter, Sire, in the NAVAL CHRONICLE, to give the widest possible circulation to the important truths it contains. Should your Majesty require further elucidation, I am ready to afford it; and I most sincerely hope the extraordinary mass of original evidence which I respectfully lay before your Majesty, may induce you to make the requisite changes in your Maritime Courts; and also, to induce the ministers of the Prince Regent to introduce that change in the practice of the Admiralty Court, which is so essentially wanting for the conservation of public morals, and the rights of a greatly injured navy.

If on this occasion I am again doomed to experience a failure—if I cannot induce your Majesty to take any steps to eradicate this frightful evil, I shall, early in the ensuing sessions of Parliament, bring the whole case before the Honourable House of Commons; but it would be much more agreeable to me, and more useful to the royal navy, if the ministers of the Prince Regent would themselves bring about that reform so essentially wanting in the practice of our High Admiralty Courts—the first impulse to which would be irresistibly felt, were it to originate with your Majesty. I have ever been, to the utmost of my humble talents, a strenuous advocate for the moderate exercise of the right of search, and the strict maintenance of our general rights as a belligerent power; yet, rather than see continued a system so radically vicious and imbecile, I would that our government, to relieve mankind from such prolific sources of mental depravity, should at once renounce every principle for which we have for ages contended, and accede to the simple and moral doctrine of, *free ship—free goods.*

The MSS. which I herewith transmit to your Majesty, I shall expect to be returned, in case, Sire, you should not see the evils I have depicted as being of a nature to require investigation or redress: for, in that unfortunate predicament, I shall stand in need of the MSS. to submit them to the consideration of the House of Commons in the ensuing sessions. If you should graciously please to institute any inquiry, and decree any redress of these enormous evils, were these documents a hundred fold more valuable, I should be happy to lay them at your Majesty's feet.

Accept, illustrious Sovereign, my sincere assurances of the most profound veneration.

JOHN BROWN.

PRISONERS OF WAR.

MR. EDITOR, *Ibbotson's Hotel, Vere Street, 6th April,* 1814.

JUDGING that it might be satisfactory to the feelings of those who may have relations or friends amongst the detenus, or officers prisoners of war, who were lately stationed at Verdun, I herewith enclose you an original list of the same, as delivered to me by permission of the gallant and generous commandant, Major De Meulan, in December last.

I am, Sir, your very humble servant,

W. C. DALYELL.

*** The Editor returns Captain Dalyell his best thanks for the valuable document above alluded to; anxious to fulfil the benevolent wishes of this distinguished officer, he has selected an alphabetical list of all the naval officers, to which he has subjoined the names of the masters of merchantmen; and in the following number the rest of the paper shall be inserted.

A List of Naval Officers and Marines, Prisoners of War, on their Parole, at Verdun, December, 1813.

Post Captains.

Joyce, John.
Lavie, Sir Thomas.
Lyall, William.
Miller, Simon.
Otter, Charles.
Walker, Benjamin.

Captain.

Blennerhasset.

Lieutenants.

Apreece, William.
Allan, James.

Boyack, Alexander.
Bastin, Robert.
Bingham, John.
Bogle, Warner.
Brown, George William.
Brine, John.

Callas, John.
Carslake, John.
Crosbie, Robert.
Cowley, George.
Crocket, George.

Dalyell, W. C.
Donaldson, Augustus.
Donavan, Richard.
Davis, Hamilton.
Davidson, Alexander.

Fabian, William.
Fennell, John.
Foster, Thomas.
Filleul, John.

Gratrix, George.
Gooch, Henry. (Master.)
Green, Charles.
Gunnel, Robert.
Gilpin, William.

Hall, Thomas.
Hawkey, John.
Hawkins, John.
Hales, John.
Higginson, George.
Handby, William.

Jones, Thomas.
Ingham, George.

Johnson, Edward.

Jervoise, William.
Johnson, William.

Kennicott, Gilbert.
Kingdon, John.

Lambert, John.
Liddle, Robert.
Lloyd, Frederick.
Lew, John.

M'Kenzie, John.
Mantor, John.
Milne, William.
M'Namara, Jeremiah.
Miller, Joseph.
M'Dougal, John.
M'Konochie, Alexander.
Munro, Andrew.
Mahoney, Jeremiah.

Norie, Elvyn.
Napier, Andrew.

Pennie, John:
Pridham, Richard.
Parkman, John.

Richards, William.
Rigby, Robert.
Ross, Richard.
Robins, Thomas.

Sanders, John.
Shuldham, Molineux.
Stewart, Charles.
Smith, Thomas.
Snell, Robert.
Stackpoole, Edmund.

Thomas, Abel.
Tuckey, James.
Tapper, William.
Tuck, Samuel.
Taylor, John.
Tapley, Jeremiah.
Trackston, Henry.
Tracey, John.

Wingate, George.
Westlake, William.
Wills, George.
Walker, William.
Wigley, John.

Young, Matthew.

MARINE OFFICERS.

Armstrong, Nathaniel, Lieut.

Bourne, George, do.
Bell, George, do.
Blakeney, John, do.

Clark, Thomas, do.
Champoniere, ——, do.

Elwood, Charles, do.
Eckford, Alexander, do.

Farmer, Jasper, do.
Field, Edward, do.

Guy, Henry, do.
Gibbons, John, do.
Gibbons, Jeremiah, do.

Howard Robert, do.

Innes, John, do.

Morgan, Thomas, do.

Ryan, Thomas, do.
Richardson, George, do.

Sullivan, William, do.
Sutton, Peter, do.
Sanderson, George, do.
Simpson, Alexander, do.
Sampson, William, do.

Masters.

Bishop, Gams.
Beatson, John.

Frazer, Henry.

Hernaman, Francis.
Hazell, Benjamin.

Long, James.

Pickersgill, Richard.

Read, Thomas.

Taylor, Rogers.
Thompson, Robert.

Armourer.

Bertes, John.

Pursers.

Bastin, Thomas.

Ellis, George.

Hanny, Hugh.

M'Millan, Archibald.
Mackay, Donald.

Richardson, John.

Sullivan, Daniel.

Wilson, James.
Wilcock, Joseph.

Pilots.

Atherton, Thomas.

Clayton, David.

Edwards, Henry.
Eastée, Robert.

Harrow, John.

James, Thomas.

Le Corney.

Priaux, Pierre.
Prior, Thomas.
Pope, Robert.

Rose, Hugh.

Midshipmen.

Allan, Peter.
Aitkin, Roger.
Astley, Wilkinson.
Adams, John.
Arabin, Augustus.

Blakeney, Robt.—(Permission.)
Bradshaw, William.
Back, George.
Bee, John.
Barkeley, John.—(Passed.)
Baker, William.
Blackmore, Samuel.
Bold, Edward, master's mate.
Brothers, John.
Boyle, George.—(La Ferte.)
Bridges, Edward.
Bushel, William.
Barret, Joseph.
Byasse, Weatly.
Bartoe, James.
Baird, Daniel.
Bland, George.
Burch, James.
Barrow, Henry.
Barns, John.
Boyle, George.—(La Ferte).
Blisset, Charles.
Batty, Michael.

La Cost, Frederick.
Crick, John.
Carter, George.
Caulfield, Edwin.—(Languelet).
Cordrey, George.
Craggs, George.
Carrique, Henry.
Callagan, Henry.
Cornish, Samuel.
Carrol, Hugh.
Cornat, Ralph,
Clements, Handby.

Duprée, John.
Davis, Henry.
Davis George.
Digges, Montgomery.
Downey, John.

Elvy, George, master's mate.

Evans, George.

Fosbery, Godfrey.
Furze, Robert.
Forrest, Thomas.
Frith, John.
Freeman, Frederick.

Gregg, Thomas.
Gordon, Adam.
Gale, James.
Gillo, John.
Gibbs, Antony.
Gowdie, John.—(Passed.)
Galway, Daniel.
Grant, Lachland.
Green, Stephen.
Grant, Archibald.

Hopkinson, John.
Hamilton, William.
Hoy, Robert.
Harries, Joseph.
Hill, Henry.
Hernaman, William.
Hennessy, Augustus.
Hearbown, William.
Hart, Benjamin.
Hamilton, Thos. master's mate.
Haberfield, James.
Haines, William. master's mate.
Hodder, Peter.
Hemer, Robert.
Harvey, Phillip.
Harrop, David.
Hubbard, William.
Hall, Joseph.
Hindley, Thomas.

Jackson, Henry.
Jackson, Thomas.
Jennings, Thomas.
Johnston, Joseph.
Johnson, John.
Jeaffresen, Charles.
Johnston, William.

Knipp, Edward.
King, Henry.—(La Ferte.)
Kneeshaw, Samuel.
Kirkpatrick, Henry.

Lechmere, John.
Lyall, James.
Lewis, Thomas.
Lynche, John.
Litchford, Thomas.
Lane, Isaac.
Longmore, William.

Moyses, William.—(Passed.)
Morris, Richard.
Marsden, Robert.
Matthias, James.
Mollet, Henry.
Moythen, Field.
Malcolm, Niel.
M'Cartey, Daniel.
M'Dougal, Thomas.
Miller, Edward.
Marche, James.

Nichols, Edward.
Nichols, Abraham.
Nepean, Evan.—(Permission).

O'Brien, Joseph.
O'Brien, Donat.
O'Neil, Robert, master's mate.

Potts, George.
Paynter, Charles.
Price, Edward.
Parson, John.
Peard, George.
Parry, Lewis.
Pearsons, Robert.
Pace, Phill.
Pettigrew, Thomas.

Rowe, Thomas.
Ramsey, John.
Ramsey, William.
Reid, James.

Rawlins, Robert.
Robinson, Abraham.
Robins, William.
Rosser, Richard.
Russel, Francis, master's mate.
Reynolds, John.
Rodnel, Thomas.
Randall, Henry.

Stockings, Richard.
Stone, Valentine.
Secretan, Thomas James.
Slingsby, Joseph.
Smith, John, master's mate.
Shakleton, John.
Sullivan, James.
Stevenson, Frederick.
Sutton, William.
Sutherland, Francis.
Sarsfield, Dom.
Strong, John.
Sadler, Henry.
Sterling James.
Simeon, Charles.
Stewart, John.
Simmonds, George.
Sharwell, Benden.
Savigny, William.
Strange, Thomas.

Taylor, John.
Thomas, William.
Turrel, Charles.
Taylor, Thomas.
Thompson, Charles.
Taylor, Henry.—(Sub Lieut.)
Templeton, Robert.
Turner, Edward.—(Passed.)
Tyler, Thomas.
Townsend, Joseph.
Taylor, Thomas.
Turner, Edward.—(Passed.)
Tighe, Robert.—(Ratisbon.)

Vale, John.
Viret, Francis.

Wingate, John.
Williams, William John.
Walker, Edward.
Weatherly, Richard.
Waller, Obadiah.
Webb, Thomas.
Walker, William.
Wildey, John.
Wilson, David.
Webster, John.
Whitefield, John.
Walstrand, Peter.
Were, John.
Wall, John.
Woolcock, James.
Willis, William.
Ward, John.
Wilkey, James.
Whitcomb, Mark.

Yellard, Edward.

Masters of Merchant Ships.

Allen, George.
Allison, Robert.
Akerman, John.
Allison, Israel.

Bruce, Thomas.
Baily, John.
Begnon Thomas.
Burn, John, traveller & merchant
Brooks, Joseph.
Babb, Nicholas.
Bowen, Joseph.
Bailhacke, Francis.
Booth, Thomas.
Broom, Thomas.
Blair, William.
Ballame, John.
Brin, Thomas.
Bravinder, William.
Broocks, William.
Bell, William.

Corney, William.
Chamberlaine, Bris.

Carter, Edward.
Close, David.
Canny, William.
Cultberson, Andrew.
Carter, Daniel.
Crabb, Isaac.
Cornish, John.
Coleman, Thomas.
Cooper, William.
Clark, John..
Cragie, Andrew.
Christie, William.

Domeson, John.
Dandson or
Davidson, Charles.
Dayment, Samuel.
Dunn, Robert.
Davidson, George.
Donovan, Patrick.
Dunn, James.
Davison, George.
Degaris, Peter.
Davies, Abel.
Duncan, William.
Delisle, Isaac, Capt privateer.
Davison, Samuel.
Donaldson, Alexander.
Davies, John.
Dawson, Robert.

Ewen, William.
Ellis, John.
Evans, John.
Every, Samuel.
Ebbets, John.

Ford, Andrew.
Forrest, Robert.
Foggo, Alexander.
French, John.
Ferry, Paul.

Gillingham, John.
Gordon, John.
Giles, John.
Gay, John.
Gallop, Joshua.
Gibbs, John.
Gifford, Francis.
Greenwell, Kinswd.

Holby, Robert.
Hogarth, Robert.
Hamilton, John.
Hussey, Thomas.
Helyar, John.
Howell, David.
Harrison, Joseph.
Hixon, Thomas.
Hall, Thomas.
Hodgson, Thomas.
Hutchinson, Robert.

Jewith, Robert.
Judge, Joseph.
Jebb, Thomas.
Jenkins, William.
Jones, John.

Langley, Johnson.
Le Feuvre, Thomas.
Lowes, James.
Lawes, John.
Langlas, Hillier.
Langford, Richard.
Laws, Thomas.
Lane, Benjamin.
Le Feuvre, Francis.
Le Rossignol, John.
Lee, Daniel.
Lewis, William.
Larwood, Nathaniel.
Le Cheminant, Nicholas.

Middleton, Joseph.
Moulin, Nicholas.
Morton, William.
Marchand, Thomas.
M'Cain, William.
Mansfield, William.
Mastin, Alexander.
Mossman, John.
Murphy, George.

Purchase, William.
Patrick Thomas.
Pitt, Richard.
Phillips, James.
Potts, Lewis.
Pills, Robert.
Palmer, John.
Peacock, Joseph.
Pleasents, Charles.
Palk, John.
Pen, Thomas.
Purcell, John.
Pickance, Thomas.

Rizzo, Antonio.
Ramage, Robert.
Read, George.
Richardson, John.
Robley, John.
Revans, Charles.
Rendall, Elias.
Richards, William.
Rodwell, Robert.
Rogers, George.

Service, John.
Spencer, Edward.
Stephens, Henry.
Story, John.
Smith, Charles.
Strong, Richard.
Sims, Francis.
Sherwin, Samuel.
Simons, William.
Stephens, Thomas.
Summerland, Benjamin.
Swinburn, Mitchel.
Swinburn, James.
Swaisland, John.
Smart, George.

Tremetie, John.
Trannach, William.
Terry, David.
Thompson, James.
Taylor, John.
Tidball, Benjamin.
Thompson, Moses.
Tomlenson, Richard.

Vibert, John.

White, Edward.
White, Robert.
Williamson, Richard.
Way, William.
Way, John.
Williams, Robert.
Watson, Francis.
Whiteway, William.
Wilcock, Thomas.
Wren, John.
Williamson, Richard.
Willis, James.
Wood, William.

Yeames, Peter.
Yexley, William.

Packet Boats.

Marchese William, Captain.
Sedotti, Antonio, Mate.

MR. EDITOR, *Twickenham, 3d April*, 1814.

CONCEIVING that any recent and authentic intelligence from our officers, prisoners of war in France, would at any time be welcome, and more particularly so at the present crisis, I have transmitted you copies of two letters, the one written at *Blois* on the route to *Gueret*, Department de la Creuse; the second at *Gueret*, the seat of the depot re-

moved from Verdun. As well as copies for insertion, I send you the original letters, of which you will please to take care till I call for them. I take this step the more readily, in the hope that by my example others may be influenced, and send to you any interesting letters or documents they may possess to add to the invaluable store of naval subjects already recorded in your Chronicle.

The disposition of the writer of the above letters will best be gleaned from his own observations: for the rest, his bravery is on record; he has been many years a prisoner, a lieutenant in rank, and was born in Scotland. I am, Sir,

Your sincere well-wisher,

R. B.

MY DEAR FRIEND, *Blois, 17th Feb.* 1814.

I AM truly happy to hear of your safe arrival in England, and thank you for your kind inquiries respecting me. I should have written to you by Capt. Millman, but having nothing material or new to communicate, I omitted that opportunity.

You are no doubt informed of the removal of the depot from Verdun. No more than twenty-four hour's notice was given; and knowing as you do the situation of too many of us, in arrears for lodgings, and in debt in every quarter of the town, you will be better able to conceive than I am to describe the clamours, reproaches, uproar, and confusion that took place. Many were forced to leave their goods and baggage behind them; and others, with their wives and numerous families, in the midst of winter, were compelled to undertake a dreary journey, over bad cross-country roads, ill provided with raiment, money, or conveyances. The miseries of war in an invaded country extend far beyond its actual theatre, and Verdun has already experienced some portion of its sorrows. Instead of joining the national guard, many of the Bourgeois set off to Germany: in consequence of which, their houses have been filled with soldiers who live upon the property of those new emigres.

We set off by detachments, in every possible mode; but were obliged to go a prescribed road, and to reach this at a given time: during our march we experienced all the rigours that extreme cold and bad weather could produce. We were billeted upon the inhabitants of the places where we halted; but, I am sorry to say, in general, we were very badly lodged: However, all things considered, I got over it tolerably well. I left Verdun with no more than twenty-one francs, out of which, and the marching money, I not only contrived to meet the expences of the journey to Blois, but also to buy me a new pair of shoes. I walked the whole of the way, and acquitted myself much to my satisfaction. Except the cathedrals at Troyes and Sens, I met with little worthy of notice, or, speaking more correctly, I had not time nor opportunity to search for objects; nor was I in

the happiest possible mood for enjoying the sight of them. The paintings on glass, in the windows of those cathedrals, are, however, so exquisitely fine, it was impossible not to be struck by their beauty and magnificence. Indeed they are generally allowed to be the finest specimens of the art in the whole world. Over an altar I remarked a curious deception wrought in stone: it was a representation of a curtain, but so well executed, that at a short distance it was difficult to discover it was not a real curtain. They displayed a number of curiosities, more than I can recollect, and I took no notes. Amongst other elegant trifles wrought in ivory, I was particularly struck by the beauty and anatomical correctness of a small figure, wrought by the hands of Madame Sophiê, Epouse du Dauphin; and this recals to my mind the splendid monument erected to the memory of the Dauphin: the design to me appeared as a grand conception of an able artist, and the workmanship most admirable. I also noticed a very pretty toy, most elaborately wrought, on which a deal of time must have been consumed, and an inconceivable stock of patience exerted: it consisted of seven ivory balls, cut one within the other, all detached, moveable, and visible. Of a more solemn description was a cross, said to have been presented by Charlemagne to this cathedral. The time was, and for many ages that time lasted, when this cross was never shewn but with solemn pomp, nor viewed but with a reverence bordering on idolatry: but passed are those times; the Frenchman smiled as he shewed; and as for us, seamen, we were totally incapable of appreciating its value: besides this ancient cross, we were treated with the sight of a ring once belonging to a bishop, said to be upwards of a thousand years old. If its principal value had consisted in precious gems, instead of its great antiquity, I question if it had not disappeared during the anti-clerical fury of the revolutionists. But how will you refrain from laughter when you learn that a garment which belonged to that daring and ambitious priest, Thomas à Becket, is said to have been preserved ever since his death, and exhibited as *a precious relict* in this cathedral. We turned from it with disdain, after bestowing a malediction or two on the memory of the turbulent ruffian to whom it was said once to have belonged. But notwithstanding his disloyalty to his king, he was the glory of priestcraft, and launched as a *first-rate* saint.

Arrived at *Orleans*, you will readily believe that thought revolved back to that eventful period of our annals when our armies conquered France, and when the *Pucelle* waved the sacred standard within those walls, and roused the dormant spirit of France against our legions. Her courage, patriotism, and devotion to her king and country, rank her memory high in the pantheon of illustrious women. The cruel death to which the regent condemned her, has entailed on his character a deathless reproach. Orleans is still a noble city, though less populous, wealthy, and magnificent than before the revolution. The bridge is a grand structure; the principal street is a very fine one, and remarkably well built. In short, Orleans was by far the cleanest and handsomest city through which we passed. I remained in this city three nights. I breakfasted, dined, and spent much

of my time with Mr. Thompson and his family.* This gentleman displayed a most hospitable mind. He was kind and attentive to all; to many he advanced cash; and entertained as many as his house would accommodate, whilst the depot was passing; more than twenty sat down at his table to dine. You cannot think how much it cheers one's spirit, after a long and fatiguing march on foot, to partake of his hospitable cheer, and sit by his blazing fires of wood.—To-morrow we are to leave *Blois* for *Gueret*, department de la Creuse, where we are to arrive on the 26th. I have thus eight days march before me. The roads are uncommonly bad, are all cross-country roads, and we shall start without our marching money. The sailors and private soldiers belonging to the depot, who have preceded us, have suffered dreadfully, poor fellows, being ill clothed, and in want of necessaries of every kind. In short, the whole depot are hard run; however I hold up, and shall, by fortitude and perseverance, surmount all these trifles; but, under any circumstances, I rejoice that I am no longer in Verdun. My mind has become much more tranquil since I left that detested place. When I beheld St. Menehoud, I felt as though I were transported to another world. I was grown, from long captivity and adverse circumstances, weary of the place, and out of humour with every thing within its walls.

Our new depot is a place consisting of three thousand inhabitants only; of course we shall be badly off; but "*never despair,*" is a maxim to the spirit of which I am determined to act. Still, it is terrible to be thus cut off from one's profession, family, and early connexions. I have sometimes wished I had been left to perish of the wounds I received when I was made prisoner; we are, as you will readily conceive, most anxious to hear if there is any prospect of an exchange; and even then, how many of us, poor lieutenants, are there, who have neither friends nor fortune, would find themselves worse off on half pay in England, than full pay in France?

I shall rejoice most heartily in your promotion, which I hope and trust will have taken place before this was written. Make my kind remembrance to J———s; he cannot be happier married than I wish him.

THE SAME TO THE SAME.

Gueret, Dep. de la Creuse,

MY DEAR FRIEND, *13th March*, 1814.

My last was dated from *Blois*, and acquainted you with the unpleasant circumstances under which I had began my march. However, unfortunately for them, there were many who were less able to endure privations an myself, and I got on quite as well as I expected with bad roads, bad weather, and slender resources. The depot arrived here on the 26th ult. and were generally and severely disappointed. Lodgings are extremely

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* This gentleman was member for Evesham, in 1803, when, being on his travels in France, he and his family, contrary to the letter and spirit of the law of nations; and in direct violation of the laws of hospitality, were made prisoners of war!

dear, and no less scarce. A single room, badly furnished, lets for 50 or 60 francs a month. Thence, most, or a very great part, live in the country, which, at this time of the year, is sufficiently wearisome and unpleasant. There are two and thirty villages appointed, in which we may reside, and make our own selection: some of them are five leagues distant from the town. This place consists of no more than three or four thousand inhabitants, and has, for a century past, been termed "*La Siberie Françoise.*" It gained this appellation from its having been chosen by Lewis XIVth. as the place of exile for those nobles who were troublesome to that monarch. Mr. Hamilton is here, as well as Captain Allen; in short, the depot has increased near three hundred. Watson, I believe, has permission to remain at *Blois*; we expect to be removed; our good and benevolent commandant Major de Meulan, having written for that purpose. I did not notice many interesting objects as I passed along the road: perhaps there were not many very remarkable to be seen. The weather was extremely cold, the roads in general execrably bad, and all the *Etapes* were across the country. As usual, the wealthy travelled post, arrived first at this place, and secured the best lodgings. The clubs fall off; the forty-five is knocked up, the twenty-five is irregular—a few of the party smoke away the evenings, the other hangs on so so; half a dozen of them are not to be met together of an evening. The general resort is at a coffee-house, where smoking prevails. The depot, however, is much improved as to *morals*: regarding play, there is little or none, except among a certain description—unworthy of mention. I have already stated, that lodgings are exorbitantly dear in the town—they are but little cheaper in the country. I saw Captain B—— this morning, who, as well as myself, is most anxious to hear from you. Your last to him which he has received, was dated the 25th January. As you may well suppose, nothing can be more miserable than our situation, living in a state of tormenting suspense, anxious for news, and knowing nothing of what is passing. This place is situated seven leagues from the high road, and we receive the papers but three times a week. H——n married Mademoiselle R——e, and had the misfortune to lose all her stock of clothes. Mr. Garland, whom you might remember at Verdun, and who was plundered in so shameful a manner by General Wirion and his vile associates, married, a week past at Orleans, Miss Cope, daughter of Mr. Cope, one of our wealthy detenus, and who formerly resided at Valenciennes, who settled upon her a fortune of two thousand five hundred per annum.

This place is wretchedly dreary. However, a few of the leading party, through the polite attention and introductions afforded by the commandant, pass their time tolerably agreeable. The prefect, Baron de Martrois, is a man of large fortune, who married one of the daughters of the Duc de Cadore. He is about twenty-five years of age.

We are in high glee here, at least some of us, in consequence of the famous news afloat, that a change beneficial to the service is immediately to be introduced into the navy, with increase of pay. We learnt this from ————, who arrived here a short time since, and was in London three months ago. We have, however, many disbelievers. God knows, that

officers in England, who have to subsist on half pay, must suffer dreafully. How much better had I been off, had I been bred to the counting-house, or any mechanical trade. The ardent hopes of my youth are all blasted; and here I am, without friends, without fortune, and hopeless of promotion or employ. Yet, no one strove more to merit promotion. How many unhappy young men, cut off from their friends, and abandoned to the follies of youth, and the seductions of the vicious, have we seen deploring the choice of a profession made by their friends! But, a truce with gloomy reflections. If you can confirm the good news relative to the reported improvements of the condition of the navy, and increase of pay, pray do so—it will raise our spirits prodigiously. Your details of those events would be well worth communicating. By this time, I hope your promotion is secured. How does our friend D—— get on? Is he promoted? If so, congratulate him in my name. I expect it is so, as I accustom myself to look on the best side of the question. Has he obtained his pension? As you have all my news, I beg you to give me yours, and believe me, dear Sir, with sincere friendship, yours ever truly.

MR. EDITOR, *Peele's Coffee-House, 5th of April,* 1814.

HAVING very recently returned from *Verdun* where I had been resident on parole upwards of seven years, it struck me that it might not be uninteresting to your general readers, and that it would be interesting to naval ones, were I to attempt a character of the different commandants who have governed at that grand depot since the commencement of the present eventful war, now apparently about to close in a manner so decisively glorious, as two years since it was improbable.

Of the multifarious instances of knavery and extortion, fraud, insolence, and despotism, practised by the ever execrable WIRION and his vulgar spouse, I have the less occasion to treat because the Chevalier Lawrence, in his picture of Verdun, has given a correct and animated description of those *distinguished* characters and most disgraceful scenes. During the reign of that contemptible tyrant there was nothing odious in power abused by vulgar hands,—nothing base and disgusting in meanness or rapacity, but what was exercised with impunity against the feelings, property, and persons of the detenus and prisoners of war. If our reformers wanted a finished picture of insolence, fraud, and despotism, combined, Verdun, under the sway of General Wirion, was, of all others, the place best calculated to gratify his wish.—Having accumulated a large fortune by the open exercise of every dishonourable artifice, he was displaced and succeeded by *Courcelles*, a creature who trod in the vile footsteps of his predecessor. This officer, as well as I can recollect, succeeded Wirion, about 1808, and kept in power till 1811. During the reign of those two miscreants, it was in vain, or it was dangerous, in any individual to attempt to convey a statement of his wrongs, however grievous, to the ear of the ministers. It was intercepted by the agents of the petty despots of Verdun, or passed over without attention; and not few were the instances wherein the complainants were made to feel

the dark and cowardly revenge of which their base and contaminated minds were so eminently susceptible.

The Baron de Beauchesne succeeded the infamous Courcelles; of the latter it is difficult to speak too highly. It was an angel presiding where a fiend had ruled before. Full of generosity, honour, and dignity, this worthy nobleman, in every respect, was the reverse of his base predecessors. When he died, which was early in 1813, his death was deeply and generally deplored by the detenus and officers, who raised six thousand francs to rear a monument to his memory in token of their love and gratitude.

It was an arduous duty for an officer to succeed this worthy man, without suffering greatly by comparison. It was however, the happy lot of our countrymen at Verdun to have Major de Meulan appointed to succeed Baron de Beauchesne. I cannot recollect the place of the Major's nativity, but his father was an *Intendant de Provins.* His family was wrecked and his fortune destroyed, by the early storms of the revolution; and at the age of 14 he emigrated to Cayenne. There he remained till the tempest was a little wasted, when he returned to his native country. Here he found himself rich only in honour, for of his patrimony nothing could be gleaned. Being liable to the conscription he was soon called into the field; and not having wealth to hire a substitute, he was forced to serve in person. He had thus his military career to begin *de novo.* He served as a private in the ranks, but his courage, activity, and soldier-like conduct, soon recommended him to notice, and before he was twenty-eight, he had by dint of merit alone, attained the rank of *Major*, which assimilates with that of Lieutenant-colonel in the British service. He distinguished himself in Italy, Germany, and Spain; he received many medals and other flattering marks of distinction. In different actions he received seven musket balls in his body, of which some of the wounds are yet open, besides sabre cuts, and contusions. Such is Major de Meulan, and I dare with confidence anticipate the general voice of my countrymen, when they shall read this unbought tribute of respect, will unanimously admit its justice. Accessible to the meanest individual: dignified, yet unassuming, he was distinguished more by the urbanity of his manners and integrity of his mind, than by the glare of official pomp.

When our officers broke their parole, which from the fear of a gaol was sometimes the case, and were retaken, this generous man never failed to mitigate if not totally remit their punishment, and not unfrequently procured their re-admission to the comforts of parole, by becoming personally responsible for their future conduct. He kept within proper bounds the Gens d'armes, whose insolence and rapacity had been so severely felt under the infamous patronage of Wirion and Courcelles. Endowed by nature with a heart filled with the noblest qualities, no unfortunate person ever appealed to him in vain. The few whom he honoured with his friendship know what an inexhaustible fund of sensibility was covered by the stern front of a warrior. Towards many a friendless officer has he acted the part of an affectionate brother,—towards many an unguarded youth, exposed in a peculiar manner at Verdun, to the most dangerous seductions, has the brave

and good De Meulan displayed the tenderness and solicitude of a parent, and snatched them from impending ruin and indelible disgrace.

Distinguished no less by valour, science, and military enterprise, than by the most active benevolence, he was a formidable enemy to whomsoever he was opposed. But his was the warfare of a Sidney or Bayard! The Spaniards too often felt his prowess in the field, but happy, in comparison with others, was the captive who fell into his merciful hands. By his bravery he rendered himself respected,—and dreaded by his activity and enterprise;—but it was dread unmixed with hatred. Ask the gallant Mina, or D'Eroles, what was the character of Major de Meulan, and they will tell it was that of a brave and generous foe. And farther, that whenever they captured any soldiers serving under his command, they treated them with peculiar respect in return for the honourable manner in which he conducted the warfare in which he was engaged.

Far from availing himself of the opportunities afforded by the situation he occupied, his very manner repelled the idea of *a present*, and as to *a bribe*, no one, in all probability, ever harboured the idea of insulting him by an allusion of that base kind. He was much more likely to divide his purse with some poor Lieutenant or friendless Midshipman; and most certainly, when the sudden route came to remove the depot from Verdun, he left that city richer only in honour; and happy it was for our countrymen he was continued in his command.

It is impossible *to know* such a man without loving him. How often have we regretted the just war we wage should oblige us to call him *an enemy!* Let whatever be the part he may take in the terrible tragedy now drawing to its catastrophe in France, he will act honourably. May he survive the storms which now distract his unhappy country. May he live long and happy in the land of his forefathers; and should he ever visit this happy and envied island, I am sure there is not a detenu or an officer, naval or military, who would not vie with each other in demonstrations of the warmest regard and sincerest attachment.

Zeno.

MR. EDITOR, *21st April*, 1814.

IN composing the Memoir of the late Captain Newman, which you favoured with insertion in your Number for November last, I exerted every possible endeavour to state all facts with accuracy, and to avoid giving any reasonable ground of offence in those instances in which any thing like controversy could be excited on the part of other officers. It was with regret, therefore, that I saw from your CHRONICLE of February, (p. 127,) that my efforts had failed, as far as Captain Horton was concerned; and it was with still more regret that I perceived him endeavouring to attach the charge of "want of candour," and of illiberal treatment, to my deceased friend:—erroneously speaking, at the same time, of the statements in that memoir *as the statements of Captain Newman.* I repeat the assertion before made, and would add all practicable force to it, that no man,

who really knew that lamented officer, will believe that he ever laid himself open to such an imputation, knowingly and deliberately.

The point at issue is, that Captain N. did not assign to Captains Horton and Bazeley, in his public letter announcing the capture of *La Pallas*, the credit which was due to them: first, for their attack on that frigate on the morning; and secondly for their assistance in subduing her at night.

As to his silence on the first point, I am contented to rest his cause on the circumstances already stated; that he could not report an event which he did not see, but from the relation of those who did see it; and that Captain Horton, by writing to the admiralty his own account of the action, and giving that despatch (sealed) to Captain Newman to forward, testified his choice to tell his own story, and precluded Captain N. from interfering with it. In this light, *I know*, it appeared to Captain N.; and on this account only he omitted to allude to the affair.

As to the second point, the share borne by the Fairy and Harpy, in the night action, and Captain Newman's mention of it in his public letter, I stated the facts according to the evidence in my possession; and I now send you an official extract from the log-book of the Loire (Captain N.'s ship), and a letter communicated to me by one of his officers who has seen Captain Horton's remarks: both of which confirm my representation. That a difference exists between the log of the Fairy and that of the Loire, particularly as to *time*, will be obvious to any person who compares them: but it is not for me to account for this difference; nor to explain why the Fairy's log, as printed in your CHRONICLE for February 1800, p. 147, varies in several points (as to *time*) from the said log, as re-printed in the CHRONICLE for February 1814, p. 128.

That great praise is due, and has always been given, to Captains Horton and Bazeley, for their spirited and zealous conduct, is undeniable:—the *success* of their endeavours to share in the night-action is the question in dispute. Lord Proby (of the Danae) declared that the Fairy and Harpy were never up with the enemy at night, so that their shot could reach, till the action closed; and his ship being equally to leeward, he himself never allowed a gun to be fired from her, seeing that it would be useless, or mischievous to the Loire. Captain Newman always stated the same fact;—his log-bog testifies the same;—and one of the Loire's officers asserts the same in the letter which I subjoin. Captain Horton says otherwise, and his log-book seems to say otherwise, though not decidedly, as to distance and effect. With this variation of evidence, I leave the reader to form his own judgment.

I am, Sir, your obedient Servant,

G.

COPY OF THE LOG-BOOK OF H. M. SHIP LOIRE, 6 FEB. 1800.

"*Remarks, &c. H.M.S. Loire, 6th Feb.* 1800.

"Fresh breezes, and thick weather. In chase, ½ past noon. The chase proved to be H. M. S. Danae, who made the signal to speak us. Brought

to, and Danae's boat came on board. Half-past two, Danae made the signal for an enemy: made all sail in chase, ditto in company; Railleur in chase in the south-west quarter. At 3, tacked, enemy S. W. b. S. three leagues: a ship and a brig in chace of ditto. Half-past 7, H. M. S. made the signal for the enemy on the larboard tack. Quarter before 8, saw the enemy right a-head: at 8 ditto tacked: fired our larboard guns as she passed to windward. Tacked; soon after spoke H.M. sloop Fairy, who informed us the chase was La Pallas, from St. Maloes. At 9, the chase tacked: fired our starboard guns as she passed. Tacked: at ¼ past 10, the enemy tacked: fired our larboard guns at ditto. Tacked, and set top-gallant studding-sails. At 11, came up with the enemy; hailed the Railleur to fire her broadside and drop a-stern, which she did. Commenced a smart fire which the enemy returned: the nearest of the Seven islands S. W. b. S. three cables length, from which we received a smart fire. At ¼ past 1, A.M. the enemy struck, Railleur in company; Danae, Fairy, and Harpy, in sight: the two latter continued their fire for ¼ after the enemy struck; their shot falling short of us had no effect. Sent an officer on board the prize. Bore up for the ships to leeward, to get assistance of their boats to exchange prisoners. Employed stopping the rigging, and carpenters stopping the shot-holes. At 8, wore and made sail, prize and Railleur in company. At noon, strong breezes. Ditto in company. Killed and wounded, 22."

Extract of a Letter from an Officer (late) of the Loire, 28th March, 1814.

"Observing in the NAVAL CHRONICLE for February last, p. 127, an attack on the memory of my lamented friend the late Captain James Newman Newman, with whom I had the honour of serving nearly six years, I feel myself called on to relate the circumstance of the capture of La Pallas as it really happened.

"I will not pretend to say, nor can I suppose, that Captain Horton's statement is wilfully wrong; but that he is in error I think I shall have no difficulty in proving. I cannot see any thing in the memoir of the late Captain N. which could provoke such a statement; there is nothing in it that could possibly impeach the honour of Captain Horton, or of his friend Captain Bazely; and, though I feel some reluctance in confuting their narrative, I conceive myself bound not to allow the honourable character of my departed friend to be frittered away unnoticed. I had the honour of being in his confidence, and can boldly say, he was the last man who could justly be accused of want of candour. I cannot wish to detract from the merits of Captain Horton; but, as he has accused my lamented friend of want of candour in his public letter, I must say the charge comes from him with a bad grace; for, had he been candid enough to have allowed Captain Newman the perusal of his letter on the subject, instead of sending it to him sealed, every thing possible would have been said by him in favour of the two sloops. It was his most anxious wish to do so; but Captain Horton shut the door against it; and it was impossible for him to say more than he did, *as they certainly had no share in the night-action*, and he could not represent what he had not seen nor heard of; I believe,

but am not certain, that Captain Horton saw Captain Newman's letter to the Admiralty, on the subject, before it was closed. I know that my Lord Proby did, and that it met his most unqualified approbation.

" From the time the Danae made the signal for an enemy at ½ *past two o'clock*, till La Pallas struck her colours, at ¼ *past one o'clock*, I was not off the Loire's quarter-deck, except for a few minutes to get refreshment, and can, therefore, speak not only to the correctness of the Loire's log, but also from my own recollection. The Danae had been sent to Jersey for intelligence respecting the Pallas and Didon, where Lord Proby was directed to return with all possible despatch to the Loire off the Seven Islands, as the former of those ships had put to sea; and when his lordship came on board the Loire at 2 o'clock, he said the enemy might be expected in sight every moment, and that he had left directions on board for the signal to be made the moment she was discovered from the mast-head, having left his ship a considerable distance to windward for that purpose. At 3 o'clock, the enemy and both sloops were all in sight, carrying a press of sail; and it was evident the Pallas had the advantage of them in sailing, and might have brought them to action whenever she pleased. The only effect produced on her by the action she had sustained, which we could discover at the above-mentioned time, was, the fore-top-sail sheet shot away, which they were then in the act of splicing.

" When the Pallas struck her colours, at ¼ past one o'clock, the Loire of course ceased firing: but the Fairy and Harpy were to leeward, and (I suppose) did not discover it, as they continued their fire for a long time, to our great annoyance. Fortunately, however, none of their shot reached the Loire, but fell into the water considerably short of her. At length, however, the Harpy got within reach, and one of her shot killed a man on board the enemy who was going up the mizen-shrouds, with a lanthorn, to repeat the signal of having struck, the signal halliards being all shot away. This must have brought from Captain Epion the expression mentioned by Captain Horton, that " he received more injury from the little black brig than from all the other ships;" and I must add that I heard him repeatedly say, he should have sunk or taken both the sloops, but for discovering the Loire and her squadron; and, without any reflection on the courage or ability of their commanders, it is evident he might have done so, as the Fairy (*carrying only six-pounders*) could not fight, and sailed so very badly that it was impossible for her to run away.

" It is unfortunate for those who wish the memory of my departed friend to be handed down untarnished to the world, that my Lord Proby (Captain of the Danae) and Captain Turguand (who commanded the Railleur) are also both no more; those meritorious officers, as well as Captain Newman, having lost their lives in the service of their country; or I am sure they would feel pleasure in refuting this unmerited attack. When the Fairy and Harpy began to fire, the Danae was as near the enemy as either of them; but Lord Proby did not fire a shot, and expressed his astonishment (on board the Loire) at their having done so,

saying he saw the impossibility of their shot reaching the enemy, and the probability of their doing much injury to the Loire and Railleur.

" AN OFFICER OF THE LOIRE,
In the action with La Pallas."

MR. EDITOR, *March 11th*, 1814.

I HAVE been for some time unwilling to take up any space of your valuable work that might be more ably filled by your numerous professional correspondents, but in perusing some of the letters in your 30th Volume (p. 202) particularly one from Nestor, *alias* Albion, wherein he says, speaking of the gradual abolition of corporal punishment, that he " hopes to see a milder and better system of government on board our men of war," I have been tempted to offer a few remarks on the subject. If Nestor had a thorough knowledge of the general disposition of our seamen, and others which make up ships' companies, he would be convinced that it is utterly impossible to keep under that due controul, which is so highly necessary for the establishment of discipline and good order, the many ardent and restless spirits always to be found amongst such a body of men, without at times having recourse to corporal punishment. I am far from being an advocate for an indiscriminate use of the lash; but having often weighed and considered this subject in my mind, I am convinced that there cannot be pointed out any punishment which will be found to answer as a substitute for flogging at the gang-way.

" To the discipline of the British navy is wholly owing its boasted superiority over that of every other state. The free, turbulent, and intrepid spirit of the British seaman, when unawed by authority, defeats its own power by diversity and exuberance; but brought under controul by well regulated discipline, it consolidates and forms a bulwark, which no human force is equal to subdue."* There are many men amongst our sailors, it is true, that never require chastisement, and many who perform their duty so well as not even to subject themselves to reprimand; but the greater number are not of such dispositions; indeed it would be acting against the common course of nature to suppose them all made of such tractable stuff. That such punishment should not be inflicted but when found absolutely necessary, is indisputably proper; and although we have heard of instances where milder means might have been adopted as a sufficient chastisement, yet those instances have been but few, and I believe none such are to be heard of at the present day. I wish with all my heart that some milder mode of punishment could be discovered, which might supersede the necessity of using the more cruel one of flogging with the cat-of-nine tails; but I fear no such an one will be found. I cannot but remark (which I hope will not be considered presumption), that although the order issued by the B. of A. to all captains, requiring them to transmit a quarterly account of punishments to the Admiralty Office, might have been put

* As I have had the above quotation by me some time, I am not certain to whom I am indebted for it, but I believe Adolphus's reign of George the Third.

in force from the best of motives; yet it has been the occasion of more serious injury to the discipline of the service, than perhaps their L——ps imagine, had they sent their directions in a private way, with strict injunctions to the captains not to make the order known (which certainly from its tenor was necessary), and the captains had acted with caution, it might not to this period, or indeed ever, have got to the knowledge of the foremast-men, and the consequences, which are obvious to all naval men, would have been prevented: but the captains, imagining it to be an innovation to the general instructions by which they are guided in the internal regulation and management of their ships; and finding that that discretionary power which is vested in them would be subject to scrutiny, and perhaps to their disadvantage if they should have performed rigidly what they conceived to be their duty, are less willing to use the cat than formerly—what is the consequence? The officers complain that their captains will not punish those men that have been reported for neglect of duty, &c. The men, aware of this existing order, say, the captains are afraid to flog us, they have an account to send to the Admiralty. The manner in which this order was first known to the sailors was briefly this: In a ship of the line, several writers from the ship's company were employed with the captain's clerk to assist in getting up the ship's accounts, &c. amongst them was an intelligent marine, who, looking over the different papers that lay scattered about, accidentally cast his eyes on the above mentioned order, and of course spread the intelligence: thus the endeavour to prevent any existing tyranny in the service has produced incalculable injury to naval discipline. Notwithstanding the issuing of this order, I really believe the L—s of the A. are clearly of opinion, that corporal punishment is unavoidably necessary, and that it is their wish to mitigate the infliction of it as much as possible, without entirely doing away with it. Now, Sir, I will turn from this subject to that of impressing seamen for his Majesty's naval service.* I beg leave, before I commence my feeble observations, to present the great Lord Chatham's sentiments on the subject, as delivered in a speech on the 22d November, 1770. "The subject on which I am speaking seems to call upon me, and I willingly take this occasion, to declare my opinion upon a question on which much wicked pains † have been employed to disturb the minds of the people, and to distress government. My opinion may not be very popular; neither am I running the race of popularity. I am myself clearly convinced, and I believe every man who knows any thing of the English navy will acknowledge that, without impressing, it is impossible to equip a respectable fleet within the time which such armaments are usually wanted. If this fact be admitted, and if the necessity of arming on a sudden emergency should appear incontrovertible, what shall we think of those men who, in a moment of danger,

* See Albion's letter on the "brutal horrors" of impressing seamen, XXIXth Volume, page 473.

† Some persons, averse to the government, had endeavoured to persuade the Lord Mayor not to sign the impress warrant issued by the Admiralty; but they failed in their insidious attempt.

would stop the great defence of their country? Upon whatever principle they may act, the act itself is more than faction; it is labouring to cut off the right hand of the community. I am satisfied that the power of impressing is founded on uninterrupted usage—it is the *consuetudo regni*, and part of the common law prerogative of the crown."

What I said of corporal punishment, I again apply to impressment, that it cannot, consistently with the calls of the service, be totally dispensed with. We have no other means (if we except that of raising the bounty of seamen equal to what is given to the soldiers) of gaining able and ordinary seamen. Beating up for volunteers, even admitting an increased bounty were given, would not, in my opinion, from the knowledge I have of dispositions and opinions of sailors,* be attended with success. There is scarcely a doubt, however, but this mode would be found to answer in the procuring of landsmen and boys, whose minds being free from the knowledge of those restrictions and privations which must be endured by every seafaring person, particularly men-of-war's men, are more easily gained over to the service, it is to be presumed, than those who already have felt such difficulties and hardships. The plan to be adopted for the accomplishment of so desirable an object, would be to appoint a recruiting party to each county, composed of marines † in the attire of sailors (being more calculated and accustomed to an employment which requires some act and judgment for its attainment), with flags, drums, and all the *et ceteras* under the command of a sea lieutenant, native of the county to which he is sent, and with such liberal addition to his pay as would enable him to support his rank; an old serjeant should be attached to each party, who could be capable, to use Jack's words, "of giving the lads a *long-winded* story," and inspiring them with the "*amor patriæ*." This plan, if adopted and found to be successful, would be attended with the advantage, at least, of lessening the necessity for rigid impressment, and would insure to the service healthy able bodied youths, who in a short time might be made tolerable sailors; none under 18 and above 35 years of age should be enlisted, and those only for a term of years, renewable with some additional bounty: men who voluntarily enter a service, feel within themselves a conscious pride ‡ in the performance of their duty, particularly when it is their country they serve, and consequently with a more willing mind, than those who are forced to act, in a measure, contrary to their natural inclinations. We may therefore rest upon the presumption, that fewer desertions would take place, and that there would be

* The old vulgar saying, of "Old birds are not to be caught with chaff," may be applicable to this subject.

† It would be difficult to find sailors steady enough to be employed on such service.

‡ I am led to advance this doctrine, as a truth, from the very manly, and patriotic feeling, I have seen recently expressed in the letters of several private marines to their parents: those men being all volunteers, it is but justice to allow the same sentiments to those who may enter into the service in a different capacity.

less need of the lash, which now is pretty generally used upon that class called landsmen, they being for the most part composed of worthless characters, denominated by sailors "*My Lord Mayor's men.*"

OCEANUS.

MR. EDITOR, *Edinburgh, 10th March, 1814.*

I HAVE been much amused with the lucubrations of your correspondents, Tom Starboard and Jack Larboard, in your last two numbers, respecting the *notice* said to be on a board in front of the Admiralty Office, *viz.* "Whoever is found begging here will be prosecuted." But my laugh, Sir, has not been occasioned by the supposed jest itself, for *that* I laughed at in the *Cockpit* 40 years ago (though perhaps like Mr. Hardcastle's *good* story (in the play), of "*grouse in the gun-room,*" we *may* still laugh at it). No, Sir, I laugh at the *serious* vindication of the poor Admiralty Board by Jack Larboard, from the *pointed* attack of Tom Starboard!

My friend Admiral M——— has frequently said in the lower House, that sailors are no orators; yet we may be allowed, I hope, to have some little knowledge of the vernacular tongue; and with the little of it I possess, I think I am quite *correct* in asserting, that if Tom Starboard *is so* in his version of the *notice*, and the *punctuation* of it, *viz.* "*Whoever is found begging* (it matters not where), *here* will be prosecuted, or (by a small inflexion) will be prosecuted *here, i. e.* by the Admiralty Board. I say I may in that case safely assert, that the said Admiralty Board are bound to prosecute, not only the mendicants of the *Captain's Room*, and the *Admiralty Hall*, but all beggars whatever that are found! Now really, Mr. Editor, I think if such is the case, that their Lordships are very much to be pitied, to have such an arduous task imposed upon them, at a period when I imagine they have already enough on their hands. But I shall not *prosecute* the subject farther, so *begging* pardon I here make a *full stop.*

OCCASIONAL.

MR. EDITOR, *10th March, 1814.*

I HAVE often wondered, that considering the very great number of naval officers, many of them men of science, and a still greater number men of information and talents, you appear to have so few *regular scientific Correspondents;* men who could often, through the medium of your entertaining and interesting CHRONICLE (which will be a most valuable source of information to future historians), point out errors, and suggest plans of improvement, of the greatest importance and utility to the naval service: nor is the deficiency less observable at present in the departments of relations of shipwrecks—uncommon occurrences at sea—escapes—journals of interesting voyages, &c. &c. with which your earlier volumes, and indeed some of more recent date, are interspersed. I should conceive that it would be a source of pleasure and amusement to many officers, to keep very full journals of the different services the ships and squadrons they belong to are engaged in, and as your useful work is so generally and widely circulated through the navy, I am surprised naval officers do not

more frequently transmit you copies of those interesting papers for insertion in your pages, from which they must so often derive pleasure and entertainment, during a long cruise, or after their return into port, from being long at sea. In your last number, one of your most zealous correspondents, as well for the good of the naval service, as the improvement of your CHRONICLE, recommends your increasing its embellishments with a set of naval drawings on a regular plan; it has already been enriched with a great number of valuable marine views, and this department will certainly be much benefited by the adoption of the plan of A. F. Y.: here, also, your naval correspondents have ample room to shew their good will to the NAVAL CHRONICLE, by continuing and increasing their valuable contributions. The department of biography has been so lately recommended to the notice of friends of deceased naval officers, and others, who have it in their power to furnish you with memoirs of eminent naval heroes, the props of Britain's naval power and glory, that it is unnecessary to say more now, than that it is hoped the hints already given have been attended to, and have produced a supply of biography still further to enrich that valuable department of your work. It is my opinion, that some alteration might also be made for the better, with regard to port news and shipping lists. In your earlier volumes they were found at great, perhaps too great length (taking so much room), but still I think the port news of so much consequence, as well as the accounts of ships building, fitting, repairing, &c. in the different dock-yards, that could this part of the work (which to future compilers of naval memoirs will be most materially useful) be again adopted, I am certain it would afford gratification to many of your readers and admirers.

Of the department of your work allotted to original Correspondence, it is perhaps not too much to say, that it has hitherto abounded with much valuable information, and often suggested improvements in the service, which had not before been brought to notice, or attended to. At the same time, I think there are letters inserted, which, on mature consideration, Mr. Editor, you would have perhaps wished had been omitted. I need only particularize one which appeared lately, accusing the A. B. of refusing access to officers applying for employment; and, under the denomination of beggars, forbidding their appearance or assembling at the Admiralty. That this could be true, appears to me quite impossible, and I wonder you could have given credence to the supposition: your last number refuted the charge. If, indeed, it met with any belief, it could only be so from strongly prejudiced minds. You will, I trust, pardon my advising you in future to be less easily induced to insert letters of such a tendency, except assured of the truth of the charge. No one wishes better to your excellent interesting work than does yours, &c.

ORION.

MR. EDITOR, *March 19th*, 1814.

I SHOULD not have noticed the splenetic effusion of "Jack Larboard," had he not, with the greatest effrontery, accused me of advancing an untruth. I have attentively again perused the notice mentioned in my

former letter, and find the copy I then sent perfectly correct. "Jack Larboard" asserts the comma is placed after "*here*," and NOT "*begging*." This I positively deny; and to use the expression of a great and learned Law Lord, and Judge, in the highest Court of Judicature, "it is as false as H—ll." To quiet the "surprise" of "Jack Larboard," I request you to decide the question in dispute, by taking a view of the mysterious notice, and then giving your observations, to the many readers of the N. C. I must add, that I conceive you are in some measure called on to adopt this course, as by the insertion of my letters on this subject, your own veracity is called in question,* as also to prevent your excellent miscellany from being charged with inserting falsehoods, which must follow from *two* different statements appearing on *one* subject.

TOM STARBOARD.

MR. EDITOR, *London, 21st March*, 1814.

I PERCEIVE that since my letter appeared in your valuable publication, on the propriety of removing all officers in stationary situations, after the expiration of three years, that the captains of the prison ships (to whom I alluded) have been superseded; not that I have the smallest idea it originated from my letter, but I think it probable, that it pointed out a circumstance to the Board of Admiralty, which might have escaped their notice, from the multiplicity of public business to which they have to attend, but it certainly had the appearance of partiality. Mr. Editor, I now wish to ask, why a captain on the impress service (not many miles from Deal), holds that situation many months beyond the regulated time? particularly as all the rest have been relieved, after three years in that employ. I have not the smallest knowledge of that noble captain, but assuredly he comes under the regulation as well as others; nor have I ever seen one circumstance recorded in the Gazettes, which entitles him to that indulgence; nor have I heard of any particular services, wounds, or a numerous family, to justify a larger portion of favour: indeed, I must still think, there is no occurrence which ought to break through a standing regulation; when made, it ought to be strictly abided by, as other officers have been refused on that pretext alone.—Hoping this will meet the eye, for whom it is intended, I am, &c.

IMPARTIAL.

MR. EDITOR, *22d March*, 1214.

IN the NAVAL CHRONICLE for this month, I observe several errors in my letter, in answer to A. F. Y's inquiries, wherein you describe the allowed windage of a 32-pounder to be "3 inches," and that of the carronade to be "15 inches;" also in stating a French 26-pounder shot being "14 inches" less in diameter than our 32-pounder. This, I apprehend,

* Being so pointedly called on by *Tom Starboard* to settle this *weighty point* in dispute (having perused the Board alluded to), our decision is, that the comma is placed *after* the word begging.——ED.

will, on examination, be found a typographical error; as the compositor has not noticed the decimal point, prefixed to the figures, and concluded them to be whole numbers, and as such inserted them in words at full length.—Please to rectify it; "the allowed windage of a 32-pounder is inches ,3"—That of the 32 pounder carronade is only inches ,15"—and "the shot were French 26-pounders, which are inches ,14 less in diameter than our 32-pounders."

I am, Sir, your obedient servant,

IRON GUN.

PLATE CCCCXIII.

SANDY-HOOK is a long point of sand belonging to New-Jersey in North America, and running northward with considerable curvature westerly so as to form the larboard or southern shore of the entrance to New-York. There is a bank, called in some pilotage directions "Middle-ground" without it, lying in a direction almost parallel to the main land, or rather island which forms the *hook;* for the peninsular part was broken through by the sea in the winter of 1777—8, and thereby became an islot. From the N. E. side of this Middle-ground, due N. to the S. E. point of the sand called the East-bank, is the bar; over which ships must pass along the S. part of the said bank in from 4 to 6 fathoms water, until the channel of New-York opens between it and the West-bank at N. b. E. The point of the hook may be approached pretty near to avoid the bank, after bringing it on at W.S.W. sailing on W. between 2 and 3 miles beyond it; when the channel to New-York will be fair to N. b. E. easterly: or that of the Rariton at W. b. N. for Perth-Amboy. On the bar there is 4 fathoms water; and on the point of the hook is a light-house with one lantern for the direction of shipping into the road. We have seen accounts which state the situation of the sands somewhat differently: but we have compiled the foregoing directions from the latest authorities accessible to us; in which it is natural to place most confidence, though strangers would not act prudently in attempting the passage unnecessarily without a pilot; of which assistance there is ample provision. The Tables published by authority of our Board of Longitude give the geographical site of Sandy-Hook light as being in latitude 44° 26′ 30″ N. longitude 74° 6′ 42″ W. it's difference of time from Greenwich being 4 h. 56 m. 27 s.

This is a cruizing ground for the national pilots, and also a customary station of warlike cruizers, of which too, a line of battle ship and a frigate are represented in the plate, as employed in the service of blockade.

J.E. del.

Baily sc.

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NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Continued from page 232.]

BULLETIN THE FIFTEENTH.

OCTOBER, 8th, 1808.—At day-light we took leave of our consumptive landlord; left Kaufbeuren* to the left, crossed the Wardach, and directed our course towards Schongau. At about six in the evening it began to snow so very hard, that we took shelter in an adjacent village for the night. It was small and suited us very well. At the public house there was a shoe-maker at work for the family, and they had the kindness to allow him to repair our shoes.

The next morning we proceeded on our journey, though the weather was very severe, snowing and blowing right in our teeth. The doctor was much better, and we did not deem it prudent to remain long in one place. At noon, finding an excellent halting house, in consequence of the severity of the weather and being wet to the skin, we stopped a bit. This little public-house supplied us with an excellent fire. We dried our things, got refreshed, and went to bed early. At day-break we recommenced our journey; and, at about eleven, we saw Schongau,† which appeared to be a very strong place; consequently, to us, a dangerous one. We could discover no possibility of crossing the Lech without passing close, if not through it, at least, fom the spot we then were on. The weather was still very bad. We consulted what was best to be done; and, without hesitation, decided upon turning to the left, and keeping on the banks of that river, until we could find some other place to cross over. We, accordingly, continued to the northward about eight miles, when we perceived a ploughman at work with some strong horses in an adjacent field. It immediately struck me, that by mounting them, we might be able to swim them across; and I accordingly endeavoured to make a bargain with the ploughman; who appeared thunder-struck at the temerity of the proposition. At length, after repeating frequently the word "*schiff*," he pointed to a ferry on the opposite side. We came close down to the river, and, after waving some time, had the satisfaction of seeing a man embark in the boat; and, notwithstanding the flood was very rapid from the late falls of rain, he conducted himself across in a very masterly style, and then ferryed us over. We paid him the usual fare, which was, I believe, about a penny each, and proceeded back the eight miles on the opposite side, to get into our direct road; this we compleated by eight at night. Weilheim was the next large town in our route. We halted in a small village, very much fatigued; got something to eat, and went to bed.

* Kaufbueren is in the territory of Kempten, and is seated on the Wardach.

† Schongau, a town of Bavaria, with a castle, seated on a mountain, by the river Lech.

In the morning we proceeded onwards: about ten we made a circuit, passed Weilheim,* and crossed the river Amper; and then directed our course for Töitz. At night we halted in a peasant's hut, at the foot of the mountains which separate Bavaria from the Tyrol. I must observe, that, in consequence of having nothing to direct us, but an old incorrect map, we made a number of circuits that might have been easily avoided, had we possessed a knowledge of the country.

In the morning we continued our walk, and, about 11, espied the town of Töitz, in a valley, upon the above-mentioned river. It appeared to be a very difficult place to pass. We turned to the southward, and, after marching several miles, over mountains and through forests and morasses, we discovered a bridge, which we crossed without any difficulty; I observed a number of floats or rafts of timber, admirably well constructed, and steered with the stream, which was excessively rapid. After crossing the bridge, we stopped at a public-house and procured some fish, bread, and beer, for dinner. There were a number of both sexes intoxicated in this house; they all appeared to be employed in conducting the timber down the river, and reminded me of Billingsgate and ballast-heavers. Although it rained excessively hard, we were under the necessity of proceeding. Dr. B. got a lift in a waggon for three or four miles, and the waggoner declined receiving payment for it. Shortly after dusk we halted in a small village on the road-side; a little bread and milk was the only refreshment the house afforded. The landlady got our clothes dried for us; we were very happy at being so well situated, and went to bed, felicitating ourselves with the hope of being in the Austrian territories after two days.

October 12th. At day-light we recommenced our route towards Neubeuren; and, in the evening, at eight, we stopped for the night at a small village, where the inn was a very decent one, and were well entertained. In the morning we parted from these good folks, who were, apparently, *very partial to the French.*

At eleven we espied Neubeuren. It is a fort, situated on the side of a hill, on a branch of the river Inn; we were on the opposite side to it, and were very much confused, and at a loss how to get across. There appeared a small town also, which I suppose bore the same name. We approached the banks of the river, and discovered a ferry-boat on the opposite side. On each bank sheers were erected, with a stay or rope from one side to the other, to which the ferry-boat was made fast with a long rope and traveller to traverse upon the stay. It was constructed in such a manner that (let the current be ever so rapid) one man was sufficient to conduct the ferry-boat across. There was, on our side, a shed, with seats for passengers to rest themselves and wait for the ferry-boat. In this place we found an old gentleman, who, from his garb and apron, we supposed to be either a hatter or dyer. He spoke nothing but German; he lived (as he made us understand) in the opposite village, and was a hatter by trade. He informed us that the ferryman was getting his dinner, and would not attend until after one o'clock. We enquired if the fortress was strong?

* Weilheim, a town of Bavaria, with a castle on the river Auper.

"*Only a few veterans.*" This old man was rather curious and inquisitive; and wished to know if we were going to Salzbourgh? We answered in the affirmative; and asked the distance we were from it? "*Fifteen leagues,*" he replied. Pleasing intelligence for us wearied travellers.

We now dreaded lest there should be a guard at the ferry-boat, to inspect passengers, passports, &c. as is common on the greater part of the continent; and most particularly so near a garrison. We endeavoured to sound the hatter; but could make no discovery that in the smallest degree justified our suspicion.

One o'clock arrived. We saw the ferry-man, accompanyed by a soldier, approach his boat; the feather of the latter was so immense, and wove so conspicuously in the air, as to render it impossible to be mistaken. What to do we knew not; we were loath to ask the hatter any more questions, lest it might cause suspicion. They were now embarked, and coming towards us; 'tis true we had sufficient time to make off, but the difficulty we might find in crossing this river, and an idea that our suspicions were ill founded, rendered us unsettled. We hesitated—considered—first proposed one thing, then another. All were in the utmost consternation; when, at length, we came to a resolution to walk into the fields, in an opposite direction to the road that led to the boat, and there wait the result of the soldier's landing. If he made towards us, we were to decamp in different directions; if towards the road, he was only a passenger, and of course there would be little or no danger. The critical moment arrived. The son of Mars jumped out, and, to our inexpressible satisfaction, pursued his direction towards the highway. We embarked, in company with the old hatter; and, in a few minutes, were safe landed on the opposite side. The fare was a mere trifle. We had to change a florin; and, although we would willingly have paid five times the sum to be clear off, we waited to have our change regularly made out, which took some time, as the pieces were so difficult to be comprehended, and the ferry-man had to borrow some from the hatter. But we dreaded, if we had not been thus particular, they might suspect us, and give information at the garrison. Matters being arranged, we continued our route carelessly, until we were out of sight of the fortress; then pushed on as fast as we possibly could, to make up for the delay of the ferry.

About seven o'clock in the evening, we halted at a very convenient house on the road side; got beds and supper; and, at day-light, recommenced our march. We were now on the high-road to Reichenhall, the last Bavarian town we should have to pass. Each of us was in excellent spirits, and almost confident of getting clear, from the success that had lately attended us. We exerted all our force to get as soon as possible into the Austrian territories, and walked at least twelve leagues this day. Passed over a very large bridge, that leads across a branch of the lake of Kempzee, and found we were still five leagues from Reichenhall. Being very much fatigued, we agreed to proceed to a village about a mile off the road, on the borders of the lake, and to stop there for the night. We soon made out a public house; got supper, and retired early to bed. The people were civil, and not at all inquisitive. There were several boats on the lake, which, to us, was a most pleasing prospect.

We rose early and pursued our journey. At about eleven, we halted in a village and got breakfast. We here met several people (being Sunday) but none very curious. We found out that we were still three leagues from Reichenhall. Advanced a pace, but with precaution, knowing how particular they generally are on the frontiers. We also agreed, if we could get safe into Austria, to take the direct course for Trieste, and not to go to Salzbourgh. The doctor was getting very weary, the road rough and intricate, no public-house or village to be seen. Drawing near Reichenhall fast, we overtook two waggons going to that town; and prevailed on one to allow our weak companion to mount, which proved a very fortunate circumstance; for he had scarcely secured himself when two Bavarian gend'armes passed. Hewson, and myself, were on different sides. I imagine they supposed we belonged to the waggons, for they took no notice whatever of us.

I had observed for several days past, that the directions, notices, &c. on the posts as we passed, were in French as well as German. Our present road was quite new, and appeared to have been made since the battle of Austerlitz, for the purpose, no doubt, of entering the Austrian territories with more facility at a future period. It must have cost an immensity of labour and treasure, being cut through immense rocks and mountains. It was one of the finest military roads I ever beheld. We also observed an aqueduct for a number of miles along the road; and were informed it was to conduct water from the salt springs which that country abounds in, to Transtein, where there is an extensive salt manufactory. We were now within two miles of the town, and begged the waggoner to stop, and allow the doctor to descend; which he did, offering him, at the same time, to carry him into the town, if he pleased. We thanked the waggoner, but declined it, telling him we were not certain but we might remain at a friend's house in the suburbs that night. The waggoners then proceeded onwards, and we halted to consider how we were to act. *Now what was to be done?* was the general question. It was too late to attempt making a circuit of the town, and getting into Austria, which was at least four or five miles farther: besides, from the intricate appearance of the situation of the town, surrounded by immense mountains, it was impossible to get round it in the dark.

All matters having been deliberately weighed and considered, we resolved to take our abode up in a public-house, at a little distance on the road side; and this we trusted would be our last night in Bavaria: We accordingly entered; there were several decent looking people: I made our host understand our comrade had been taken suddenly ill, that I wished to get him to bed as soon as we could, and that we preferred remaining with him to going into town, as it was then late: he politely told us we should be instantly accommodated.

At about half past eight we were shewn to bed; we were in great spirits. The next morning would decide our destiny, and we were very sanguine. We knew it was necessary to be cautious also in Austria: but considered the great point attained, when out of the power of the Rhine Confederation. I confess I sometimes thought, how unfortunate we should be, if

arrested in the vicinity of the last Bavarian town, and again conducted back to the horrible *Mansion of Tears.*—I frankly declare I would sooner have suffered death. These ideas prevented my sleeping much; however, I did not disclose them to my companions.

October 17th, 1808. At the dawn of day we rose, ordered a cup of coffee each, and pushed forward with great circumspection for the town of Reichenhall. Saw very few people moving. Every thing, we imagined, favoured us as yet; and the next moment we discovered a bridge, which we inevitably must pass; at the end of it was a turnpike, and the Bavarian barrier, blue and white, which we were *tolerably well acquainted with.* There were two men who appeared at a short distance from the turnpike. We were advanced on the bridge. The two men entered a house close to the turnpike.—We advanced rapidly.—Supposing this to be a most favourable opportunity, we passed the turnpike very fortunately, and turned short round to the right, which led us directly as we wished, and also clear of the town. We then passed another barrier, where there was no house, and I supposed, as they were so contiguous, that both were attended by the same people. We then imagined ourselves to be in Austria, and had advanced nearly a mile. I do not pretend to describe our feelings, or the sensations we experienced. The road was getting excessively dirty, a pathway led through the fields in the exact direction we intended to take.—I pursued it, whilst Mr. Hewson continued in the road; and, on looking back, I found the doctor was following me at some distance. In a short time I lost sight of Hewson. We had made a kind of obtuse angle in quitting the road. I soon got on it again, but could not see my friend Hewson; I conjectured that he had walked faster than me, and consequently was farther advanced. To my great astonishment, I soon espied a house close by, with the Bavarian arms, and a turnpike; the door was most fortunately shut. I passed it without being really sensible of my narrow escape. I then quickened my pace, and observed the doctor equally successful. I had been mistaken with respect to our being in Austria; yet this must certainly be the last Bavarian barrier. I now became very uneasy for the safety of my friend, and dreaded that some accident might have retarded him; not expecting that he had another Bavarian barrier to pass, he might unfortunately fall upon it, at the moment the door was opened. I stopped, replete with these ideas, to wait the doctor's coming up, that we might consult one another how to act; and in a few seconds I had the unspeakable joy to behold him a head, advancing towards me. How he could have got so far was to me inexplicable. I made towards him, expressing my astonishment at being thus separated at so critical a time: he retaliated, and said, he thought we must have been a head, as he imagined by crossing through the fields, we had cut off a considerable angle of the road: and, added he, I should have continued to think so, had I not been prevented from advancing any further, by an Austrian officer, who is placed with a guard at yon turnpike: He demanded my passport, I told him my companions, who were coming on had it; he desired me to wait until they arrived; but I thought it more advisable to return and give you the information. "About this very spot," added he, "I met the man's wife who looks out at the Bava-

rian turnpike; she was going towards her house, and asked me if I had shewn her husband my papers, I answered yes?"—This I considered as critical a situation as we had been yet placed in. We now were, (as one might say) between the frontiers of two nations. One would not allow us to advance without the proper documents; and the other, if we remained a moment, would pursue and arrest us for having passed theirs, without shewing them what entitled us to do so. Well knowing which power we had to apprehend most, I proposed to endeavour to avoid the Austrian officer, and to get into their territory as soon as possible. We accordingly chose a pathway that led into a wood, on the side of an immense mountain, expecting to be followed instantly by the Austrian guard; but also calculating, in being too far in their dominions, for any one to return us to the Bavarians. I need not say that we advanced very briskly, and we got into the wood quite out of breath, tolerably sure that we were now in Austria, and astonished that we were not pursued. After stopping some little time to breathe, we again proceeded. It was impossible to cross the mountains, they were quite inaccessible. We therefore kept the wood as long as it led in the direction that suited us; and, in a short time, we saw the high road, and found we were about a mile within the Austrian barrier. This was an inexpressible consolation.

We proceeded with confidence to the road; but just as we had stepped on it, four men sprang up from behind a rock, where they had lain concealed, and presented their pieces at us. The headmost of them took his hat off, and asked us for our papers. I shewed him an old pocket book, and pretending to look for mine: The man said, we must accompany him to his officer—he was no judge—pointing towards the Austrian turnpike. "With a great deal of pleasure," we replied, and asked, "if we were not in the Emperor's dominions?" he answered, *Yes*. We accompanied these soldiers to their officer, who was a young man, and spoke no other language than German. However, we comprehended perfectly, that he was displeased at our attempting to elude him and the guard. He examined us, and we made him understand as well as we possibly could, "That we were American seamen, who had escaped from the Danes at Altona, and were making the best of our way to Trieste, where we expected to procure a passage to our native country." He desired one of his soldiers to go, and inform the Bavarian at the next barrier, that he wanted him. This circumstance occasioned me much uneasiness. I endeavoured to learn from him, if he intended to send us to Salzbourgh. He said we should be dispatched there immediately. We were much pleased at this, as we dreaded being given up to the man at the next barrier, who now had arrived; and was astonished, when the officer observed that he had let us pass without examining or interrogating us. My *friend* the Bavarian was excessively nettled at the information.

October 17th, 1808. Our escort for Salzbourgh being appointed, we proceeded once more in bondage. Every thing now depended upon the disposition of the Austrians, with respect to America and England. We resolved to persevere in our American tale, unless we had some great in-

ducement for acting otherwise. At about two, we arrived at Salzbourgh,* and were instantly conducted to the town house. We were interrogated by the director of Police, a very civil gentleman, who spoke several languages fluently. He asked us in French, what countrymen we were? We would not understand him. He then asked the same in Italian and German? we were equally ignorant. At last he asked us in English, we then perfectly understood him, and answered, *Americans.* "How have you contrived (said he) to enter the Emperor of Austria's territories without regular passports? You will be considered as spies."—We belonged, said I, to an American ship taken by the Danes, in consequence of being boarded by two English frigates in the English channel, on her passage up the Baltic. Our names are *Manuel,* alias Hewson, chief mate; *Henderson,* surgeon, alias Barklimore; and myself, *Lincoln,* who happened to be then a passenger.

The Director requested we would each make out a civil declaration, who and what we were, and bring it him the next morning. —He should send us to a tavern for the night, and requested we would not stir from it without his permission. He expressed also his astonishment at our having crossed the Continent, without being able to speak any other language than English; and added, *That if we were even Englishmen, we had nothing to fear from the Austrian government.* My God! I never felt more happy than at hearing these words—how they soothed my mind. I however feigned not to comprehend him perfectly, that my heart might again thrill with delight. He repeated the same expressions; which caused me so much emotion, being confident that a man in his station would not tell an untruth, that I was actually on the point of declaring myself. However, I governed myself and restrained my desire to relate the truth, although I am at a loss to explain how I was able to do so; and turning to my companions, I observed, that we had better proceed to the tavern, as we were very much fatigued. The Director ordered a serjeant to shew us the way. We took a cordial leave of this worthy old man, and followed our guide. So delighted were we with the last news, which I imagined I still heard re-echo in my ears, that we had arrived at the tavern, which was at a considerable distance from the town house, before we thought we had advanced a hundred steps towards it.

Here we were received as American gentlemen, and had an excellent supper and good beds; we felt superlatively happy. What a vast difference between our present situation, and that in the morning when between the two barriers.

[To be continued.]

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* Salzbourgh is a fortified city of Germany, the capital of a Duchy of the same name, with a strong castle on a mountain. It has a university, and two noble palaces. It is situated between three mountains, on both sides of the river Salza. Was taken possession of by the French in 1800 and 1805. It has a number of remarkable buildings.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

ENGLAND.

PLYMOUTH.*

SCOTCH GROUNDS :—The Benevolent house touching on the high-water mark of the Devil's point; and the old-church tower touching the eastern part of the white obelisk on the Hoe.

SHOVEL :—Torr House over the black obelisk on the Hoe, and Shag-stone in one, with the little Mew-stone, and the signal-house at Maker, over a small clump of trees, with the flag-staff a little to the southward of them.

SHOAL N.E. of the Shovel :—Weird House, Saltash, on with the rocks at the Raven-ness, Reading point, and the old church tower, Plymouth, about a hand's breadth to the eastward of the railing on the Hoe; the inner part of this said shoal lies nearly with Weird House, upon Lord Edgecombe's battery; Torr House on with the Hoe railing.

ANOTHER SHOAL :—Firestone Castle on with the high-water mark on the S.W. part of the island, and the old church tower on with the white obelisk on the Hoe.

LEEK-BED :—Government House (Mount Wise) touching the S. W. wall of Drake's Island, and the Sugar House touching Mount Batten Castle.

MALLARD ROCK :—The large yellow house on Scot's Hill, on with the Victualling Office point (under the citadel), and the obelisk at Frank's quarry on with the flag-staff on Firestone bay battery, then only 4 chimnies in the citadel in sight, you are on the easternmost part of the shoal.

WINTER ROCK :—The S. W. chimney on the long marine barrack, touching St. Aubyn's chappel steeple, Dock, and the game-keeper's house (opposite the Bridge cottage) at the back of *the bridge*, touching S.E. end of Drake's Isle. Open the citadel on either side of Drake's Island, and you are clear of the bridge.—The game-keeper's house on with a willow tree; you will be on the middle of the bridge.

IRELAND.

IN a publication entitled the "Cork Reporter," it has been stated, as from authority, that a light-house is about to be established at the entrance of Cork harbour, upon the site of Roche's Tower, which is the

* These remarks are by one of the oldest and most experienced pilots of Plymouth. For a description of Plymouth Sound, with reference to the new breakwater, see N.C. vol. xxviii. pp. 115, 118, 128, 143, 213, 233, 286, 379, 426: in which volume a chart of that anchorage is given. For hydrographic notices concerning the same place, see N. C. xxix, 38; xxx. 148. A picturesque view of Plymouth is to be found in vol. vi.

E. point of the entrance into the channel, and off which are the Stags, or Cow and Calf rocks. An agent from the Ballast Board is said to be at present in that city, and arrangements for the work are about to be taken.

FRANCE.

Bordeaux is approached through the aestuary of the Gironde; which is formed by the confluence of the rivers Garonne and Dordogne: its entrance is easily known by a celebrated light-house denominated the tower of Cordouan, a guide of equal utility by day as by night, whose geographical site is in latitude 45° 35′ 14″ N. longitude 1° 10′ 10″ W. from Greenwich, the difference of time being 4 m. 41 s. This tower, the most magnificent light-house in Europe, was erected by order of King Henry IV. it was begun in 1584 by Louis De-Foix, and finished in 1611: its height was 169 feet (former French measure *); but in 1727 the upper part of it being found calcined by the force of the fire, at that time an iron lantern in the form of a cupola was substituted in its place. This lantern is supported by four iron pillars, the whole superstructure being 22 feet high, so that the present height of the tower and lantern together is 175 feet. The diameter of this fabric is 20 fathoms [*toises*] 5 feet: its gate opens E.S.E. The fire-place on the top, according to the latest public information, holds 220 *lb.* of coals, and the fire is kept burning from sunset until sunrise.

Monsieur Magin, an engineer of the French marine, has given the following sailing instructions for this navigation.—The disposition of the rocky and sandy banks which lie at the mouth of this river form five channels through which vessels enter: *viz.* 1 Charentais; 2 Matelier, or Saintonge; 3 Lescameau; 4 La-Porte; 5 Grave.

Charentais:—To enter by this channel, the tower Cordouan and the wooden tower of point la-Coubre (on the northern shore) are necessarily to be seen in order to make your way with safety between the ground bank of Matelier and the banks of point la-Coubre: the bad situation of the Charentais channel ought to make it at all times be avoided by choice; but in case you should be forced to go through it, sail towards Cordouan S.E. ¼ S. till you bring la-Coubre tower to bear E.N.E. then steering E. b.S. to pass ¼ league without point la-Coubre, continue that course till the wooden tower be bearing N.W. by N. and from thence steer S.E. by E. keeping point Grave (on the southern shore) a little open. In this track, when you shall have Cordouan S.S.W. you will be past the English bar, which is a very dangerous shoal; but all that part of the river beyond it, from point Terrenegre to Royan is clean with deep water. If a ship was obliged to make boards, she ought, after having passed la-Coubre, to keep between the

* According to Delalande, the French foot called *pied-de-roi* was to the English as 1.068 to 1000; or according to the proportion settled by the academy of sciences, as 1.350 is to 1.440. See Philotechnes, on metrology, in N. C. xxiv. 299. In the metrological appendix to Henry's *Epitome of Chemistry*, (Edinburgh, 1806), the Paris royal foot of 12 inches, is stated to be equal to 12.7977 English inches.

N.W. ¼ W. and the S.E. ¼ E. of the wooden tower, having the corresponding bearing with point Grave. This precaution is necessary to avoid the English bar, and to remain at a proper distance from the rocks of Cordouan; where the current generally catches the ships which come too near them during the ebb, or at half-tide, going down.*

Matelier.—This channel, having from 25 to 26 feet at low water, may be entered by the largest ships: when you come from the north you are to steer towards the Cordouan E. by S. and to sail in this direction till you see the two beacons or marks in one, which are on point la-Coubre; then keeping them on you sail until within ½ a league of the land, where you change your course as in the channel of Charentais. We have supposed in the course just described that the 2 beacons on la-Coubre had been seen; but as it is seldom that you can see both of them at a great distance, we give other directions for the course, provided you see only one of the beacons, or the breakers point de Cuivre on the bank of Matelier.

If in sailing E. b. S. towards the Cordouan you should descry but one beacon, you are to continue the same course till you bring that beacon N.E. and keeping it in that direction you pass within ¼ of a league of point de Cuivre, from whence the same course is to be followed until within ½ a league of the land; and then you proceed according to the directions for the Charentais.

If in hazy or dark weather you see none of the marks upon la-Coubre, you ought to steer for the point de Cuivre, which is always known by its breakers being more heavy than the other shoals.

After you have approached the Cordouan at the distance of 8 miles E. b. S. the breakers of point de Cuivre will bear N.N.E. 1 league, and point la Coubre N.E. Then you are to shape a course N.E. and sail within ¼ of a league of point de Cuivre: in this track, when you have brought the Cordouan to bear S.E. b. E. you are to steer so as to bring the breakers of point de Cuivre to S.W. b. W. and then proceed as before explained. If a ship coming from the offing would enter by the channel of Matelier, she could steer towards the Cordouan E.N.E. or N.E. b. E. or N. E. b. N. or N.N.E. but we advise to prefer N. E. b. E. If you have steered N.E. b. E. towards the tower of Cordouan, this course is to be continued until the church of Soulac be bearing E. b. S. Then you steer N. N. W. to get a sight of the breakers of point de Cuivre; after which observe the preceding directions.

Lescameau :—This channel is very narrow, and is made use of only on account of the sure marks on shore to direct the course between the Matte and the Mauvaise, which are to be ranged along at a very little distance. These marks are the tower of Cordouan, the breakers of point de Cuivre,

* It is to be observed, that in these directions the bearings and courses are according to the true north, or meridian of the world: the navigator must therefore remember to make due allowance for magnetic variation; which on this coast was 21° 15′ W. in the year 1792, and has been since observed to increase westerly about 10 minutes every year.

the steeple of Saint-Palais on with the beacon, or that steeple a sail's breadth open with the wood. When you enter by this channel, you are always to get a sight of the breakers of point of Cuivre, and to approach them within ½ a league; bringing the tower of Cordouan to bear S. E. b. E. then your course must be shaped so as to bring St. Palais steeple on with the beacon, or a sail's breadth open with the wood. As soon as you have them in that direction, steer towards them, and keep them on until the tower of Cordouan bears S. then you will have no difficulty in proceeding to the road of Verdon.

La Porte :—Has the least water of any channel, and is badly situated, on account of your being obliged to range so very near along the Cordouan rock. It's marks are the point Grave on with the south part of la Valiere point: but this latter being seldom distinguishable at a distance, the channel is often entered by the compass, only aided by the computed distance of Cordouan tower: if necessity should oblige you to try this passage, steer N. E. b. E. for the Cordouan, continuing this course till Soulac church bears S. E. b. E. then sail towards point Grave, keeping E. b. N. and taking care when the tower is bearing N.N. W. your distance be no more than ¼ league from it: then steer E. giving point Grave a sufficient berth for doubling it; and thus enter the Gironde.

Grave :—The marks for this channel are, Soulac church on with the beacon; Cordouan tower; Grave; point Royan; it's wind-mills; and castle of St. Palais. From whatever quarter you come you are always to shape your course towards the church or the windmill of Soulac between E. and E. b. N. or towards it's church brought on with the beacon. This course is to be kept until the Cordouan be brought to bear between N. and N. b. E. then steer towards Grave point, keeping it N.E. until the Cordouan bears W.N.W. this bearing will bring you within less than ¼ league from the shore; which must be coasted along at this distance till you be past the Ruffiat shoal, after which take a somewhat greater offing to round Grave point with greater safety. They often pass between the Ruffiat and the east Matte of the Chevrier shoal; in that case you must steer towards the castle of St. Palais; as soon as it be bearing N. ¼ E. and the Cordouan W. go on keeping Royan mills N. E. b. E. until you shall have doubled Grave point.

Gironde:—When ships have sailed thus far they generally come to an anchor in the road of Verdon, or that of Royan. The marks for the best anchoring ground are, St. George's wind-mills on with the middle of the two sand-downs called Terrier de l'attache; and St. Peter's church of Royan on with the point; or the wind-mills of Meche E. b. N. When you set sail from Verdon road to go to Bordeaux, steer towards the wind-mills, keeping them about E. b. S. and let this course be continued until you see the steeple of St. Peter's church at Royan in one with la Valiere point; then steering S.S.E. you avoid the Marguerites; and the several banks of Tallemont, Talais, and the Bec-de-Jau.

Garonne.—For the continuation of the route to Bordeaux, the French geographer, Barbié-du-Bocage, has given the following directions:—When Pouillac, known by its remarkable steeple, be W. then stand E.S.E. until

you come before Blaye, leaving the isle on your larboard at Blaye, you are obliged to anchor and conform to official regulations (corresponding to those established at Gravesend.) The passage between Pouillac and Blaye is somewhat shallowed; and it is good to take an hour or two of the tide with you when you have ships drawing about 8 or 9 feet. From Blaye you must steer along the northern shore, keeping in 3, 4, or 5 fathoms water: but when you come before the mouth of the river Dordogne, stand off to the 3 isles in the middle, of which the easternmost is the biggest: leave them all on your starboard, coasting near them until you are within the eastern point of the entrance of Dordogne, on which stands a gibbet: then proceed on your course up the Garonne; nearer to the northern than to the southern shore, as far as the 4 little houses; from whence you must range along the southern coast as far as Dublot: then steering S.E. b. E. by the point of Lermont, you pass between two banks, one of stone on the larboard, and the other of sand on the starboard. This channel is called the pass, and is the shallowest of the river; for at low water it has not above 7 or 8 feet; and you must wait for the tide to go through it; when you are before Lermont point at a small distance, steer S.W. ½ S. until you approach the western shore; by which you must keep till you arrive at your anchorage, in 4, 5, or 6 fathoms water, before Bordeaux. The geographical site of Bordeaux, according to the third edition of the "Tables requisite to be used with the nautical Ephemeris," (1802) is, latitude 44° 50′ 14″ N. longitude 34′ 15″ W. from Greenwich, their difference of time being 2 m 17 s.

Tides.—On the new and full ☾ it is high water northward of the Cordouan at 30 minutes after 4 o'clock, and southward of the same 15 minutes later: the perpendicular rise is 14 or 15 feet; in the neap tides only 7 or 8 feet. During the months of May, June, and part of July, the tides are very small: the Magdalen tides (22d July) are often as high as those of the equinoxes; which latter rise to 17 or 18 feet. The winds have a great influence on the tides; and in general a good tide may be depended upon when it blows strong into the river; and a lesser one must be expected with a strong wind blowing towards the sea.

From Bell'isle to the Cordouan, the course and distance is S. E. ½ S. 43 leagues.

[Copy.]

"Sir, "*Porcupine, Passages, March* 17.

"I have directed the commanding officer of the naval force in the Adour to endeavour to collect the names of all the vessels lost in the late gales, between St. Jean de Luz and the Garonne; but, from all the accounts I have received, I do not find that any of them have tried the resource of an anchor previous to their grounding. I am aware that it is a general opinion, but I think an erroneous one, that anchoring could not possibly prove of any use in the heavy sea that runs in the Bay of Biscay; and I am also aware that the anchors of merchant ships in general are too small, both in proportion to the vessels and to the cables. The soundings on the part of the coast of France where mentioned, are regular fine sand, with mud,

far from any thing likely to injure the cables; with a gradual decrease towards the shore. If an anchor was let go in 12 or 15 fathoms, backed with a smaller anchor, and a good scope of cable veered out, I am of opinion that a vessel would ride easier in the long sea of this Bay, than in the strong tide-way and short pitching sea in many of our roads at home. At any rate, if the anchor held but a short time, it would give time to prepare rafts or floats, and to lighten the vessel, so as to be driven nearer the shore; and the lives of many men might have been saved this winter. The idea of this possibility in future, induces me to trouble you with this suggestion. The vessels, which have come out with bullocks, hay, or other light cargoes, have seldom, if ever, had sufficient ballast.

"I am, &c.

"*C. V. Penrose.*"

"*To the Chairman at Lloyd's.*"

SPAIN.

THE following letters, addressed to the Chairman of the Mercantile Shipping Society at "Lloyd's," contain a more correct and authentic report of the danger lately ascertained at Passages, and described at page 218 of this Volume:—

"SIR, "*Porcupine, Passages, Feb. 7.*

"I beg leave to inform you, in order that a caution may be given to ships bound to this place, that in consequence of his Majesty's ship Desirée striking the ground in her going out of harbour yesterday, I directed the spot to be carefully sounded, and find at very low spring ebb this forenoon, there is a rocky shoal, on one point of which is only 14 feet water. The swell is too great to take accurate bearings, or marks, at this moment, but the danger is direct in the fair way, as you come in, where the first 4¼ fathoms is marked in TOFINO's plan of the harbour.

"I am, Sir, &c.

"*C. V. Penrose.*"

"SIR, "*Porcupine, Passages, March 10.*

"I beg leave to acquaint you, for the information of the Committee at Lloyd's, that since my letter on the subject of the Rock in the entrance of this port, I have caused two additional warping buoys to be laid down outside the former, which will render it requisite to alter the word outer to the third warping buoy. I am, &c.

"*C. V. Penrose.*"

ASIA.

MALDIVA ISLES.

THE scientific and exemplary Hydrographer to the E. I. company has (on the 26th March, 1814), published a separate chart of the Maldives, or

Maladivas; a chain of islots, disposed in clusters which may metaphorically be described as forming the links of this singular chain. These groups, called *attollons*, are in number about twenty, and the total number of isles has been estimated as amounting to a thousand or more. Notwithstanding their geographical position like a barrier across the track of navigation from the southern promontory of Africa towards that of Hindo'stan, the Maldivas have hitherto been little known to European navigators, and consequently have been very imperfectly delineated: but we trust that this chart, with the help of the textual description of those islands contained in HORSBURGH'S sailing directory (part i, page 301; ii, 499), and in the NAVAL CHRONICLE (page 153 of this volume), will tend to draw aside the veil of obscurity that has so long enveloped them, and render this insular chain, of no less than four hundred and fifty miles in length, almost on the surface of the water! no longer the dread of a navigation in which our countrymen take so much the largest share.

This chart is 22 inches long by 9½ broad, and the space therein delineated extends from latitude 1° S. to 7° 30′ N. and from longitude 72° to 75° 30′ E. It is dedicated to Captain W. F. W. Owen, R.N. as an acknowledgment of having been constructed chiefly from valuable materials furnished by that officer.

The only part of this useful publication which we can present to the reader's eye in our pages is the "Explanatory remarks;" which form a collateral accompaniment to the survey, and which we here transcribe:—

"Some of the channels between the northern attollons of the Maldiva islands were frequented by Europe [*sic*] ships more than 200 years ago, particularly the Cardiva channel: but since that time unfortunately the knowledge of those channels has been lost to European navigators; and until their latitudes are well ascertained, it would be imprudent to run for any of them unless in a case of necessity. The channels south of Attollcolomandous having been lately explored, and their boundaries correctly determined, may now be used with safety. The one-and-a-half degree channel, or even the equatorial channel, seem to be preferable to the circuitous route to the northward of all the attollons, when ships coming from the south-west are bound to Ceylon or the coast of Coromandel. The chain of small isles which form the boundaries of the southern attollons being mostly covered with tall cocoa-nut trees, may be discerned at the distance of 5 or 6 leagues from the deck of a large ship: these isles are fronted by a steep coral reef, which seldom projects more than 2 or 3 miles from them, and no soundings are got close to the outside of the reef. The largest isles of the southern attollons are inhabited by a supposed harmless race of fishermen. Variation, 1° 30′ W. in 1802."

S.

SUMATRA.

Remarks respecting the west coast, inner passage, winds, currents, &c. M.SS.

[Continued from page 225.]

On the 18th July the convoy made the N.W. part of Hog* island in latitude 2° 37′ N. but not the northernmost point. We saw breakers bearing N.N.W. to N.W. 3 leagues distant from us, off two islands which lie, I should suppose, nearly in latitude 2° 45′. Most unfortunately we did not get an observation this day, but I am confident the latitude is not five miles out either one way or the other. The land we made was an island which we named Drake's island; † it not being laid down in any chart I ever saw: there appears a good harbour between it and Hog island; it lies off shore 2 leagues in latitude 2° 40′ N. no bottom within 5 miles of it with 70 fathoms of line: we steered S.E. b. E. 12 miles, then were abreast of 2 small islands off the south-west part of Hog isle; which I named Cocoa-nut isles, they being full of those trees, having a sandy beach in many parts: they are not laid down in any charts,‡ and lie 3 miles off the main island; a good passage appearing inside of them: no bottom with 70 fathoms of line 4 miles off-shore: the northernmost island has a reef a mile

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* Hog island, the northernmost of the large islands fronting the west coast of Sumatra, and distant from it 17 or 18 leagues, extends nearly N.W. b. W. and S.E. b. E. about 15 leagues, and is from 3 to 4 leagues broad. The S. end is in latitude 2° 24′ N.; the N. end being in latitude about 2° 50′ N. longitude about 95° 30′ E. (The ship Alfred's chronometer made it in that longitude: but three sets of observations ☉ ☽ by Captain P. Heywood, R.N. make it more eastward). It is covered with trees, high, hilly, and may be seen 9 or 10 leagues: several islets lie near the shore on both sides; and about 3 leagues from the southern extremity, in latitude 2° 17′ N. are the two Flat isles, between which and Hog island there is a channel about 2½ leagues wide. The water is in general deep near those islets; but on both sides of Hog island there are sudden overfalls on several coral patches that lie 1 or 2 leagues off shore.—(Hydrographer, N.C.)

† This *discovery* appears to be one of the islets alluded to in the preceding note; and is undoubtedly laid down in Horsburgh's chart published 12th February, 1813.—(Hydr. N.C.)

‡ Two islands situated as described in the text, are certainly laid down in Horsburgh's chart, referred to in the preceding note. They are without names, and that conferred on them by the writer at present before us may be very appropriate; but it is nevertheless liable to objection, as likely to create confusion, because there are two small islands distant 6 or 7 leagues N. W. from the N. end of Hog island, in latitude 3° 6′ N. which are laid down in the chart before mentioned, and described in the corresponding book of "Sailing Directions," under the name of "Cocos;" and these have even been the subject of some mistake already: in some charts the Cocos are placed about the same distance N. E. from the N. end of Hog isle; and a ship's journal which has been compared by the Hydrographer to the E. I. company, makes them in latitude 3° 15′ N. So that altogether it is much better for navigators not to indulge in such arbitrary nomenclature, but as far as possible adhere to vernacular names of places.—(Hydr. N.C.)

in length off its north end. We now steered S. E. b. E. ¼ E. 9 miles; saw two islands bearing E.S.E. which I take to be those named in the charts Flat isles, but which lie off the south-east end of Hog island instead of the south end. We passed between Hog island and them, a very fine clear passage, 15 miles broad; no bottom with 70 fathoms within three miles of the northernmost isle. On making the peak of Banjak * from the west, that eminence and the northernmost Banjak isle make like two round islets very similar, and you do not make out the peak until you get it to bear S. as you bring it to the westward the peak becomes more remarkable; when it bears S.S.W. you must distinguish it. We struck soundings for the first time, the peak bearing S.S.W. ¾ W. Passage island † S.E. b. E. eastern part of Banjak isle S. ½ E. 30 fathoms soft mud: but as you leave Passage island the bottom becomes hard rocky gravel, and decreases to 14 fathoms within a mile of the island. You may know the island by a remarkable tree on the coast of Sumatra a little northward of Cape Sitteo (or Sittoe): it makes like a brig with royals set, yards square, going before the wind: when that tree bears E. b. S. ¼ S. Passage island will bear from you S.E. b. E. ¼ E. Banjak peak S.W. b. S. with soundings 24 fathoms soft mud. The coast ‡ forms a bay which is called Passage bay: it is low land, and its northern extreme a low point, to which I have given the name of Low-land point: steer boldly up for the island, passing it a mile to starboard of you; when within 8 miles of Passage isle you must not bring it to bear eastward of S.E. b. E. keeping from 18 to 14 fathoms water, there being a shoal bearing W. b. N. ½ N. from Passage island 5 ½ miles distance, seen by the ship Luzonia. It was dark when I got abreast of it, and I wished much to anchor, but I could not find soft ground; when it bore W.N.W. 2 miles, I steered away E. b. S. and E. but shoalening very suddenly to 9 fathoms, rocky ground, I tacked and stood for the island again, and anchored in 15 fathoms, a soft gravelly bottom, but somewhat rocky: Passage island W. b. N. ¼ N. 2 miles; Banjak peak W.S.W. the ground by no means trust-worthy, therefore I would advise, if hard pushed for day-light, to anchor to the northward of the island, it bearing S.S.E. 4 miles, in 16

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* Banjak, or *Poolo* Baniak, is the general name for a group of isles distant 10 or 11 leagues E.S.E. from the south end of Hog island. There are two principal islands a little separated, one lying north-eastward of the other, with several small ones contiguous to them. From the S.E. side of the large island, a chain of islets and some shoals extend nearly to Passage island, which is the easternmost of the chain. On the northernmost Baniak there is a remarkable peaked hill like a sugar-loaf. HORSBURGH makes the southern extremity of the south-westernmost island in latitude 2° N.—(HYDR. N. C.)

† Passage island is placed by Mr. D'APRES DE-MANNEVILLETTE and by HEATHER, in latitude 2° 3′ N. by ARROWSMITH in 2° 0′; but by HORSBURGH in 2° 21′ N. it is low and sandy, covered with trees, one of which being higher than the rest may be discerned at a great distance, and the island may be seen from the deck 4 or 5 leagues in clear weather. Between this and the east side of *Poolo* Banjak there is thought to be no safe passage, they being connected by islets and reefs.—(HYDR. N.C.)

‡ *Quaere*: which coast, of Baniak or of Passage isles?—(HYDR. N.C.)

fathoms soft blue mud. I found we shoalened on a bank bearing S.S.E. from Passage island or nearly; what the least water on it may be I know not; but I am told that a country ship got aground on it. You must haul for the main shore (of Sumatra) after passing the isle two cable's-lengths to clear it, or the current will set you on this bank: you are clear of the shoal being N. E b. E. ¾ distant 2¾ miles. When Passage isle bears W. b. S. ¾ S. you will find a channel of 5 fathoms, sandy ground, close to Sumatra: there are many dangerous shoals besides the one heretofore mentioned between Banjak and Passage isle, notwithstanding which there is a channel a mile and a half off the Banjaks, but I cannot recommend it for large ships: a country brig called the Buchanan, (T. W. Gilling, master), went through it from necessity. There is a long chain of rocks extending S. of Passage island as far as and in the direction of Battoa: some are visible, and some are under water: too much precaution cannot be taken to guard against them: they become more numerous to the southward of Bintanna.* I only intimate the necessity of great attention when on this line of bearing; no doubt passages are to be found between them; but I would not recommend the experiment; for many ships have been lost thereby. I sent a boat to examine the island; but she could not land, a reef lying all around it, and extending W. N. W. and E. S. E. ¾ of a mile, from reef's end to end 3 miles; peak of Banjak bearing from it W. 38° S. 24 miles; the north-easternmost Banjak isle W. 16° S. the south eastern S. 38° W. off Sumatran shore 9 miles. Doubtless if it had been daylight our boat would have succeeded in landing, as I observed a light on the island, perhaps some fishermen, which made me send a boat thither. Cape Sittoe is next to be seen: we passed it at 7 miles in 12 and 11 fathoms hard bottom: after those soundings you open a considerable bay, rather low land, formed by points Sittoe and Sinkel:† you have from 16

* Bintanna, as well as Battoa (which occurs a little before in the text), are the names of two secondary islands of the insular belt, whereby Sumatra is so remarkably encircled, and which claim a brief explanatory notice on account of these names not entirely according with Horsburgh's chart. Bintanna is therein named "*Pulo* Doa," bearing from Mensular (called in the preceding part of this article, page 224, Mansillea), S. W. 3 or 4 leagues. Battoa is named in the same chart "*Pulo* Batoa or Pingen." The readers of the N. C. have been more than once advertised that *Poolo*, otherwise *Poulo*, but more frequently and improperly (when the English alphabet be used) written *Pulo*, which is so often seen prefixed to the proper names of places on the coasts of Sumatra and Siam, and in fact throughout the Oriental Seas, is a general term in the Malayan dialects for island.—(HYDR. N.C.)

† Sinkel is a river of Sumatra, in latitude 2° 13′ N. about 5 leagues south-eastward from Passage island; it is a place of considerable trade, the principal exports being benzoin, camphor, wax, and gold. A ship bound to this place should, after leaving Passage isle, steer about S. S. E. or S. E. b. S. taking care not to bring the island to the westward of N. W. b. N. by keeping 6 or 7 miles from the main land; the shoals between will then be avoided, and having brought the low point on the north side of the river (which point is covered with palmira trees) to bear about E. b. N. she may haul in and anchor in 17 fathoms, with the

to 9 fathoms across the bay, soft blue mud: observed some very fine trees fit for masts, &c. on the point of Sinkel, and to all appearance easy of access: the points bear from each other W. 9° N. and E. 9° S. 13 miles; land of the bay on our beam distant 7½ miles.

[To be continued.]

AMERICA.

BAHAMA ISLES.

MIRA-POR-VOS:—The shoal and *cays*, vulgarly keys, so named, lie in latitude 22° 8′ N. and in longitude 74° 37′ W. bearing from Castle island W. 8° 26′ N. distant 4 leagues; there is a small rock attached to these keys, which resembles that of Castle island so nearly, as to be often taken for it: this rock lying only twelve miles apart from the chateau, or Castle rock, and being nearly on the same parallel, may easily be mistaken for it, especially as the current here is generally setting to the westward, and there not being any particular description of it given in the sailing instructions; so that strangers are liable to be led into an error, which, if not corrected in time, might occasion the destruction of their vessels. Too much caution cannot be observed in standing for the Crooked Island passage, in which this shoal lays centrally; the interpretation of the Spanish words *mira-por-vos*, (look to yourself) ought to be considered a sufficient hint to be careful. The Dædalus frigate * standing from the S.E. intending to run through this passage to New Providence, made these keys, and supposing the rock which was seen to be that of Castle island, having steered a course for it, passed to the southward of them, gradually hauling round to the westward: the mistake, however, was not discovered until the coral rocks were seen close under the ship's bottom; she immediately bore up, and was fortunate to clear the danger; it was hazy weather, and Castle island was not seen; the ship had been impelled by a current to the westward; had it been at the close of day, in all probability she would have struck on the rocks, and perhaps have been wrecked: the soundings a mile and a half off, in hauling round the S. W. part were from ½ 9 to 9, 10, ½ 10, and 11 fathoms, coral rocks, which were plainly distinguished. Sketches of both these rocks, and keys, should be introduced into the chart for this passage, as it would be the means of preventing mistakes being made. When the *mira-por-vos* are seen off deck, at the distance of 5 miles, the extremes bearing from E.S.E. to S. b. E. the two keys to the southward will appear entire,

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river's mouth N. E. distant 1 mile: breakers project a little way from the points which form its entrance, and the town is well up. When a ship is known to have anchored for trade the inhabitants will come off to her: but no person should be permitted on board except the principal merchants, deprived of offensive weapons; and caution is requisite to prevent or repel any attack that the natives may be tempted to make. Before taking leave of these parts for the present, we use this opportunity to remark that, according to the latin geographer, Pomponius Mela, in his treatise *De situ orbis*, (*lib.* iii; *cap.* 11) Sumatra appears to have been known to the antients under the name of *Argyre*.—(HYDR. N.C.)

* In NAVAL CHRONICLE, vol. xxix. p. 301, is a portrait of the Dædalus.

but the others will seem to be divided into seven small islets; when the rock is brought to bear N.E. b. E. ¼ E. at two miles distance, only two of the keys will be seen to the westward of it; and when the Castle rock is brought to bear the same at 6 or 7 miles distance, the furthest extreme of Castle island will bear E.b.N. ½ N. and the sandy beach be distinctly seen; *Mira-por-vos*, when seen from the eastward, bearing from W. ½ S. to W.N.W. four of the keys will be plainly seen at 4 miles distance, with the rock lying between the two middle keys, vessels ought not to run for them at night, unless it be very clear moonlight.

J. E. 1809.

Crooked Island:—Is one of the Bahamas, thinly inhabited and but partly cultivated; it lies in an easterly direction from Long island, the sea between them being considered the northern entrance of the Crooked Island passage; most of the running ships from Jamaica pass through it in preference to any of the others, from the motive of getting their stock of water replenished, and of procuring a supply of vegetables and fruit, and although they cannot boast of a superabundance of the latter article, yet the natives are kind and obliging, willingly parting with what little they have: however, the superior quality of their mutton, and the excellent flavour of their green turtle, highly compensate the mariner for his disappointment in the supply of fruit. The homeward-bound packets from Jamaica call here to leave the mail for New Providence and the rest of the Bahamas; a small vessel is generally in readiness to convey it to Nassau. Like most of the low islands in these seas, the houses, which are erected on the summit of the highest part of the island, are discovered before the land is seen, having a most singular appearance; in hazy weather I have observed, on a nearer approach, the houses appear detached from the land, and as it were floating in air, occasioned no doubt from the vapour affecting the vision.* The best anchorage is not far from Bird rock, the western extreme of the isle, and abreast of the highest land, on which there is a flagstaff, and several houses situated close to it; when running in, the staff should be brought to bear N.E.¼E. and the anchor be let go when in 5 fathoms water: to the eastward of this the soundings are irregular, and rocks with shoal water over them scattered about; a frigate grounded on one of these rocks, and had it not been calm weather she would soon have bilged; as at all places where the bottom is rocky, very great care should be observed in the selection of a clear berth; so should it be particularly attended to here, for although the bottom appears to be composed of white sand, it is only a covering to large rocks which lie in almost every direction; so that there is scarcely a chance of preventing the cables from being chafed more or less, and sometimes entirely cut through; I have known this happen to a brig that had been at anchor but a few hours. The extent of the bank or anchoring ground is distinguishable by what is called white water, and is quite steep, and vessels are liable to drag off when strong sea-breezes

* This recalls the Ægyptian phenomenon of *mirage*.

blow. The land rises a little distance from the sea-beach, forming a ridge on the W. and N.W. sides, the central part of the island is, with very little exception, a continuation of morasses, and lagoons of salt water; poultry is scarce; but excellent sheep are to be procured at four or five dollars a piece, and green turtle at a bit,* and ten-pence a pound. To procure these necessaries, a boat must be sent up the Sound at the N.W. part of the island for four or five miles, but the navigation of it is attended with difficulty and danger, as sharp coral rocks are interspersed all over it; the person sent on this service should have directions to remain all night, rather than run the risk of the day's closing before he is enabled to reach the ship, or to get clear of the Sound, the boat might be hauled up for security on the beach, which is of white sand: the landing place nearest the farm where the stock is to be purchased, is abreast of two large white stone pillars erected for a gateway; from these, the path leads directly up to the place.

There is a dangerous rock in this entrance of the Crooked Island passage; its exact situation I have not been fortunate enough to ascertain; but according to Mr. Edgcumbe (since lost in the government schooner Bellona, on the Grand Bahama bank), who first discovered it, it is about nine feet under water, but a few yards in circumference, and perfectly steep all round; it lies nearer the Long Island shore, than the Crooked Island: the Chesterfield packet struck on it when on her voyage to England in 1807 or 8.

J. E. 1809.

New Providence:—The anchoring place at Sandy-Key, is very far from being an eligible one; indeed it ought to be considered as dangerous, and accordingly avoided by ships of war, particularly in the stormy seasons; for with the exception of the entrance to the N.W. it is surrounded by coral rocks and dangerous shoals, and the bottom by no means good holding ground. Should a vessel part from her anchors, or drag them in this place during a gale of wind, she must inevitably go upon the rocks, and every soul on board be lost. In running in through a narrow channel S.E.b.S. the soundings will be found pretty regular from 7, ¼ less 7, 6, and ¼ 5, 5, and ¼ less 5, with hard sandy bottom and flat rocks, which are discernible from the limpidity of the water. The bearings for anchoring in the clearest berth, are Salt-Key, W.b.S. the flag-staff on Rose Island E.S.E. Sandy Key E.b.N. and the rock at its outer extreme N.b.E. depth of water 5 ¼ fathoms, with a bottom of coarse white sand. A vessel lying in this spot, might, with the ordinary sea-breeze, in a case of emergency, put to sea without the aid of a pilot, the trade wind seldom, if ever, excepting the months when the norths prevail, veers to the northward of E.N.E.; but his Majesty's ships ought not on any account to remain here, or at any of the other anchorages about New Providence, without detaining a pilot on board. There is a reef of coral rocks stretching in a northerly direction

* A bit is seven pence halfpenny currency; there are ten bits and 5 pence to the dollar at Jamaica.

from Salt Key, the extent of which may be seen as the water breaks over it, and at low water some of the rocks are visible. It is necessary to moor with an open hawse to the N. W. as the winds from that quarter blow strongest, particularly during the hurricane months, and are most to be feared, as the anchorage is open in that direction, and a swell (which the Salt Key reef partly breaks off) may be expected to find its way in. It is not proper for vessels to ride here at single anchor, although the weather may be clear and fine; for the changes are so sudden and violent, that a ship might be cast on the rocks before those on board have time to prevent it, there being very little room to admit of veering cable.

There is a passage for boats from hence to Nassau, between the Keys into the Sound, but it is so intricate and dangerous, that it ought never to be attempted before sun-rise or after sun-set; for without the advantage of light to distinguish the numerous scattered rocks, it is impossible to avoid striking upon some of them, which would in all probability occasion the destruction of the boats, and the loss of the crew.

Salt Key, although not at all a safer anchorage, is to be preferred to that of Sandy Key, as it is much nearer to Nassau, where all supplies and refreshments are procured; indeed both these anchorages are resorted to only by those of his Majesty's ships that draw too great a depth of water to admit of their going into the harbour, which not only has a bar across its entrance, but is shallow within, most of the vessels at anchor there tailing at low water. The temporary anchorage is on a bank off the middle of Hog island, and is by far the most convenient spot for vessels that are intended to make but a short stay; care, however, should be taken to keep every thing in readiness for weighing and making sail, as this situation is quite exposed, the bank steep, and of no great extent. The officers and seamen should be particularly cautious of venturing into the water, as this place abounds in very large and rapacious sharks. Fish is in great plenty here, and in great variety, and are excellent, particularly the conch*, and green turtle, which are only surpassed by those of Honduras; poultry and every kind of fruit, are scarce.

J. E. 1810.

Naval Poetry.

THE MORN OF TRAFALGAR.

ARGUMENT.—The following little Poem is an imaginary Dialogue between Nelson, and the Genius of Britain, on the morning of the Battle of Trafalgar. The latter is personified, and gifted with the spirit of prophecy, to answer the purposes of the author, who has attempted to pourtray the heroic courage, and fervent patriotism, of the brightest ornament of his profession and his country.

* The New Providence people are whimsically called *conchs*, by sailors, from their expertness in diving after this shell-fish.

NELSON.

WHAT woe-speaking phantom? What ominous power
Meets my glory-fix'd gaze, and obscures this glad hour?—
Ha! Genius of Britain! behold I *thee* now?
Ever-welcome *thy* visit—but, whence on thy brow
Sits the pale hue of sadness? Why trembles that breast
With the soul's secret workings? What anguish suppress'd
Prophetic suffuses thy lids with a tear,
Like a herald of doubt, when the combat is near?
Lo! on high broadly waved o'er a subjugate world,
See the conquering banner of Albion unfurl'd,
And there, on her empire, the Power whose vain pride
Has disputed her sway, and her anger defied—
To crush the false boaster exulting we sail,
Honour gleams from our scabbards, and Heav'n wings the gale!
With the patriot ardour of Britons we glow,
And in thunder descend on the terror-struck foe;
Not a fear, nor a doubt, in our bosoms can dwell—
Hark! that loud shout of joy!—'tis the funeral knell
Of thy dreams, and thy hopes, and thy triumphs, O France!
The thrice-echoed * pledge of thy scourgers advance
The sure prelude of fame—the salute of the bold—
And the war-cry of Albion in battles of old—
But speak, thou blest Guardian, fair Genius, speak!
Why that aspect averted? That tear-sullied cheek?
It is Nelson that asks it—look—greet him once more—
Still thou weep'st, and a passion † I ne'er felt before,
A tremor—a something—I know not its name—
Like death's chilly fingers has palsied my frame—
Has Glory—has Victory, deserted our isle?
Has the Sun of Success on our shores ceas'd to smile?
Does a dream of defeat wring thy bosom with grief?—

GENIUS OF BRITAIN.

The fleet is of Britain, and *thou* art its chief—
By this hope's bright ray on the prospect is cast,
And assurance and confidence spring from the last—

NELSON.

For our country we live, and what mortal alone,
Unassisted, can do, shall with fervor be done—
But the fortune of battle to man is not given,
And the fiat of Victory issues from Heaven—

* Allusive to the good old custom of going into action with three cheers.

† Fear, not the wretched feeling produced by a sense of personal danger, but the generous sentiment excited by the sudden apprehension of calamity impending over our country.

GENIUS OF BRITAIN.

Thou darling of England—her champion—her shield—
Yonder proud vaunting foe to thy valour shall yield—
On each warrior's head beams of glory now shine,
And their radiance, diffusive, concentrates on thine—
Great and many the triumphs Britannia has won,
And matchless thy deeds, her illustrious Son—
But this morn other destinies round *thee* await,
And Victory rides on the pinions of fate—
Effulgent and joyous the glad-opening day,
But in sorrow's dark robe closed her evening ray—
From the blood-covered laurels with anguish I turn,
And forsake the proud trophy to press the pale urn—
—Behold! fresh emerg'd from his tremulus bed,
The broad-shining Sun his bright influence shed,
From the blue vault of Heaven chase the shadows of night,
And enrobe the gay earth with a vestment of light!—
Ah! how many, blest Orb! on thy glories now gaze,
Whose eyes beam with lustre, imbibed at thy blaze,
Who shall ne'er see thee finish this day's fleeting reign,
Nor to-morrow drink light at thy rise from the main;
But, joyless and cold, stretch'd in hideous sleep,
Ghastly, mangled, and gore-sullied—float on the deep!
—Lo! in fatal succession, one brief pause between,
Pass before my rapt sight all the woes of the scene!—
Destruction her demons has yok'd to her car,
All the furies awake, and thy cliffs—Trafalgar!
With the roar of the fight, and the tempest resound,
And their loud deep'ning horrors re-echo around!—
—Ah! hopest thou Villeneuve—with close convex'd line—
To resist—to repel—Nelson's val'rous design?
Vain effort! lo! dread as the thunderbolt's force,
Resistless, he holds his invincible course!
The barrier is broke—Albion's terrors appear!
And the bolts of her wrath speed their fatal career:
Black and gathering clouds lift their volumes on high,
And the death-peals of vengeance more rapidly fly!
Dimly seen by the light of each fast-flashing fire;
Mark the consequence, France! of thy vanquisher's ire!—
Thy gay visions vanish'd—thy tall fleet a wreck!
And slaughter heap'd high on the shot-riven deck!
The wings of thy pride o'er the wild ocean strew'd!
And the foam of its surges with crimson imbu'd.—
Havoc, hovering unsated, intent, o'er the flood,
Writes thee Conqueror, Nelson—but, writes it in blood!
Flight, capture, and terror, thy triumph attest,
And the Foe vails for ever his glory-shorn crest—

Quick and loud the glad greetings of victory run—
The conflict is finish'd—the battle is won—
Every tumult is hush'd, and the winds slowly sweep
The smooth placid breast of the slumb'ring deep—
—Faithless stillness! that scoffs at the warrior's doom!
Insidious precursor of woes yet to come!
—Hark! the gale's gathering sound—the scar'd sea-birds hoarse cry—
And the waves' hollow roar, speak the tempest is nigh!
Lo! it comes! and impell'd by his terrible breath,
The dark rushing waters spread ruin and death!
'Whelm'd—shiver'd—and dash'd on Iberia's strand!
Deep ingulph'd in the billows—intomb'd in the sand—
Behold! all his spoils—all his trophies o'erthrown—
How soon the bright sunshine of fortune has flown!
Ah! where the poor sailors?—see, lash'd by the surge!
Struggling, hopeless and faint, on Eternity's verge,
To the wreck vainly clinging, or, driv'n by the blast,
Convulsively grasping the quivering mast;
The conquer'd—and, oh! the plum'd conqueror there!
Float, unconscious alike, on their watery bier,
Or glut the dread womb of the merciless wave!—

NELSON.

—— What holier sepulchre is ask'd by the brave?
'Tis glory's own element—Briton's domain—
The limitless scene of her heav'n-assign'd reign.
Little recks it, while honour immortal survives—
Death enchains the weak body, but fame always lives—
At hand, or remote, still that moment must come,
Which hath not a successor on this side the tomb—
Fate hurls his dark mandates imperious on all—
But—in Victory's arms—for our Country to fall—
Is heaven's high behest—is a privilege divine—

GENIUS OF BRITAIN.

And oh! mighty chief! that *sad* privilege is thine!—
My prayers, and my tears, that award cannot stay—
God has sent forth his summons—and *thou* must obey!

NELSON.

In this, and in all things, His pleasure be done—
My course in the bright track of glory has run—
And there it shall finish—then, welcome the blow,
Which this scar-honour'd frame in the combat lays low—
Farewell! Oh! my Country! Thy Nelson no more,
Exulting shall tread thy ador'd, happy shore!
Never watch o'er thy welfare—thy empire maintain—
Nor lead thy bold children to conquest again—
But, he, like himself, like a Briton, shall die—
The last beat of his heart—his last prayer—his last sigh—

Shall wing with his soul to its endless abode,
And plead for thy weal at the feet of his God!

GENIUS OF BRITAIN.

Farewell! gallant spirit! brave Nelson! farewell!
How lov'd—how rever'd—these sad looks poorly tell—
I mourn for the loss of the warrior dead—
I weep o'er the ruin the tempest has made.—
Yet these sources of sorrow with years will grow less,
And Time's lenient power lull the pangs of distress;—
But thy fate, Great Heart, fills my bosom with woe,
And the full tide of anguish for ever will flow—
With the slow lapse of centuries feel no decrease,
And last till the works of creation shall cease!
And so long shall the sun of thy glory endure—
Pure as Virtue's clear pale, and radiant as pure.—
The fame-kindled beacon of Albion's coast—
Her watch-word in battle—her bulwark—her boast.—
The bright blaze of its beams every age shall illume,
And heroes unborn, light their fires at thy tomb!

AVON.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(March—April.)

RETROSPECTIVE AND MISCELLANEOUS.

WE feel it a duty to curtail the naval history of the present month, to make room for a few observations on the astonishing change which has just taken place in the political state of Europe. The passing hour teems with moral and political prodigies. It is crowded with events of a size truly stupendous, and of a nature and tendency immeasurably important.

The first subject that now occupies the public mind is the conditions of that peace, which exists in spirit, as it will soon in all its formalities, between Great Britain and France. It should be considered by those who calculate upon dictating our own terms, that, although the Bourbon princes are restored in France, that the old monarchy is not; that the power of the king is more limited, and the spirit of the government less monarchical than our own; thence we think it probable that Louis will find it extremely difficult to infuse any considerable portion of that spirit of amity towards Great Britain into the great public functionaries of his government, which may be supposed to fill his own bosom. The arm that executes will be a Bourbon; the mind that plans, the will that ordains—decidedly revolutionary and Anti-Britannic. But, whatever may be the feelings or the politics of the new government of France, the fall of Buonaparte, and the establishment of a limited and constitutional monarchy, on the foundation of his

former greatness, are events of a truly refreshing and exhiliarating kind; for, had not Buonaparte's gigantic designs been frustrated, and his power annihilated, the world would have been but one vast prison, and no spot sufficiently remote or obscure to have shielded the exiled patriot from the iron hand of the oppressor.

How will the new government act respecting our maritime rights? Will they endeavour to include America in the negotiation? Will they abandon the principles invariably contended for by France, as defined in the treaty of Utrecht? May we hope to see established a commercial treaty, grounded on the broad basis of reciprocal interests? Are ministers prepared to abandon the absurd policy of prohibiting the light, cheap, and wholesome wines of Bourdeaux, which for centuries were in common use in England, to promote the consumption of the harsh liquid yielded by the Portugal grape? Would our ministers procure admission for British cottons, hardwares, or cutlery, into France, they must permit French wines, brandies, cambrics, and cloths, to circulate in England; we might then drink good Medoc wine at a shilling the bottle, and the revenue be increased, instead of paying a crown for a bottle of home-manufactured port. Reciprocity forms the wisest basis for commercial treaties, without which peace itself is but a barren gift, and affords the surest prospect of duration.

The next great feature of the altered relation in which we stand in regard to the governments of Europe, is, the restoration of the ancient and illustrious house of Orange and the independence of Holland. For the alliance to be valuable it is essentially necessary that we abandon all narrow and selfish calculations about *British objects*, and restore with a liberal hand, to the government of Holland, the colonies they have lost. If the establishment of the house of Orange is expected to be durable, we must put the Dutch in full possession of all their former sources of strength and prosperity. In our future numbers we shall, probably, devote a moderate space to the naval history, biography, and commerce of Holland.

Amidst the smiling prospect which gilds the political horizon of Europe, there is one dark and lowering cloud, and one alone, from the contemplation of which we turn with the heaviest grief. It hangs portentously over devoted Norway! Are there no means to be found to rescue the honour of the allies from the indelible stain of brutally transferring a gallant race of freemen to the dominion of a stranger? From whose dominions was Finland torn; and under what circumstances? How god-like would it make Alexander appear, were he to restore that province to Sweden, and spare this impending effusion of blood, and the violation of moral and political justice.

A more determined spirit of hostility seems to develope itself between this country and America. Wisdom and humanity require that the sword may be speedily sheathed, and peace restored. America cannot be conquered, but she may be half destroyed; whereby we should ultimately suffer. The subject in debate between the two countries turns chiefly upon disputed points of public law. Those might be best

arranged by a general congress; where the law of nations should be revised, defined, and condensed into one general code, sanctioned by every state, and held binding on them all.

In the reduction of our navy, thousands of veteran seamen will be discharged, with, perhaps, very slender resources, and no prospect of immediate employ. To those men (under which head we comprise our petty officers) are we principally indebted for our naval triumphs; and many, grown old in the service of their country, will find but little encouragement in the merchant service. After the treaty of Amiens, thousands of those valuable men, abandoned by an ungrateful country, were driven by want to seek their bread in America; and, it is to be feared, they pointed the guns that caused the flag of the United States to float above that of Britain. If the Lords of the Admiralty were to order that *the seaman's duty* on board *all* the ships in ordinary should be performed by *able seamen*, it would afford an excellent asylum for a very great proportion of those gallant fellows, who may otherwise be left to perish of want and misery. On former occasions the *ordinary service* has been filled by *landsmen* and *watermen*, who disappeared when war took place. We respectfully recommend this important subject to the *immediate* attention of the Board of Admiralty and the commissioners of the dock-yards.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 15, 1814.

ADMIRAL LORD KEITH has transmitted to John Wilson Croker, Esq. a letter from Rear-admiral Penrose, dated on board H.M.S. Porcupine, off the Bar of the Adour, the 25th of February, stating, that the boats and small vessels destined to assist the operations of the army under the Marquess of Wellington, succeeded in crossing the Bar of the above river on the preceding day.

A breeze, which sprung up in the night of the 23d, was the first that had offered itself since the necessary preparations had been in forwardness, to enable the vessels to reach the mouth of the Adour; and early on the following morning the Rear-admiral was off the Bar with the vessels and boats collected for the service.

The boats of the vessels of war, with two flat boats, were sent directly to the Bar to endeavour to find a passage through the surf, the British troops being at that time seen from the ships crossing over to the north side of the river, but greatly in want of the boats intended for their assistance.

Captain O'Reilly, in a Spanish-built boat, selected as the most safe for the service, and having with him the principal pilot, was overset in his attempt to enter, but escaped on shore. Lieutenant Debenham, in a six-oared cutter, succeeded in reaching the beach; the other boats returned to wait the result of the next tide, it being scarcely possible that one in fifty could then have crossed.

A pilot was sent to land to the south-west of the river, and walk from thence to the Adour, in order to make a concerted signal from within the

Bar, to guide the vessels through the safest parts. Without the Bar there appeared no interval; a long and heavy line of surf alone presenting itself. Rewards were offered to the leading vessel, the second, third, &c.

Lieutenant Collins, flag-lieutenant to Rear-admiral Penrose, was despatched also to endeavour to land, and walk to the army; and the Rear-admiral was informed, about that time, by Sir John Hope, of the progress made by the troops, and the great utility of which the boats would prove, if they could join.

The tide being at length at a proper height, and all the vessels well up for the attempt, several drew near the Bar, but hauled off again, till at last Lieutenant Cheyne (of the Woodlark sloop), in a Spanish boat with five British seamen, crossed the surf and ran up the river. The next was a prize boat, manned from a transport, closely followed by a gun-boat, commanded by Lieutenant Chesshyre, who was the first that has hoisted the British colours in the Adour.

The rest of the boats and vessels followed in rapid succession, and with extraordinary success: the zeal and science of the officers triumphing over all the difficulties of the navigation.

The Rear-admiral was not yet enabled to transmit a return of the casualties: it was hoped from the nearness of the shore that they would fall mostly on the vessels.

MARCH 23.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. the following return of the casualties in the passage of the Bar of the Adour, an account of which was inserted in the Gazette of the 15th instant.

A Return of Casualties in the Passage of the Bar of Bayonne, on the 24th Day of February, 1814.

His Majesty's brig Martial.—Captain Elliott, drowned; Surgeon (Mr. Norman), killed; four seamen, drowned.

His Majesty's brig Lyra.—Mr. Henry Bloye, master's mate, leading the passage of the Bar, drowned; five seamen drowned.

His Majesty's ship Porcupine.—Two seamen drowned.

Three transport boats lost, number of men unknown.

Gun-boat, No. 20.—One seaman and one artilleryman badly wounded.

One Spanish chasse marée, the whole of whose crew perished in an instant.

D. O'REILLY,
Commander of the Naval Detachment on the Adour.

Extract of a Letter from Captain Otway, of H. M. S. Ajax, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

Ajax, Scilly, N. 30 Leagues, March 17, 1814.

I have the honour to inform your Lordship, that I have just captured, after a chase of five hours, L'Alcyon, a fast sailing French man of war brig, mounting sixteen 24-pounders, with a complement of 120 men, commanded by a lieutenant de vaisseau. She was well equipped for a four month's cruise, and was only twenty-four hours from St. Maloes, when we brought her to.

Extract of a Letter from Captain Tobin, of H. M. S. Andromache, addressed to Admiral Lord Keith, and transmitted by his Lordship to John Wilson Croker, Esq.

H. M. S. Andromache, off Bordeaux, March 14, 1814.

I beg to inform your Lordship, that the Andromache has just captured La Comete, ketch privateer, of fourteen 6-pounders (pierced for eighteen) and 65 men.

MARCH 26.

Extract of a Letter from Vice-admiral Sir Edward Pellew, Bart. to John Wilson Croker, Esq. dated on board H. M. S. Caledonia, off Toulon, February 13, 1814.

A few minutes after daylight this morning, a detachment of three sail of the line and three frigates, under a Rear-admiral's flag, was discovered under all sail, standing to the southward, to which general chase was given.

A little after eight A.M. they tacked together and stood towards Porquerolle, with a strong wind at east, just then sprung up: half an hour after the fleet tacked also. The enemy then visible from our tops, was pressing to get within the islands through the Grand and Petit Passes to Toulon. The fleet crowded all sail to cut them off.

The Boyne leading in the most handsome manner, followed by the Caledonia, could only with every exertion bring the Romulus, the sternmost of the line-of-battle ships, to action; which she closely engaged in a very superior style, receiving the fire of the other ships crossing her a-head. The enemy was running before the wind at the rate of ten knots, and so close to the rocks, that perceiving he could not be stopped, without the inevitable loss of the Boyne and Caledonia, I waved to Captain Burlton to haul to the wind, deeply mortified that his persevering gallantry could not be rewarded. The fire of the Romulus had been repeatedly silenced, and in her disabled state was evidently much pressed.

I enclose a statement of the casualties on board the Boyne; many of the wounds are inconsiderable.

The able manner in which that ship was handled, in a very critical position, called from me a public expression of my approbation.

A List of Killed and Wounded on board H. M. S. Boyne, on the 13*th February*, 1814.

Killed.—George Terry, midshipman; William Collins, armourer's-mate.

Wounded.—Samuel Saunders, midshipman; Francis Stephone, ordinary seaman; William Ogle, marine; Anthony Dowling, landman; Robert Kenyon, landman; William Hill, ordinary seaman; George Miles, landman; James Green, landman; John Mills, landman; Jacob Pommé, able seaman; John Whitehead, landman; Anthony Jacques, landman; William George, quarter-gunner; John Goldsworthy, able seaman; James Hamilton, able seaman; Nathaniel Beard, marine; John Draper, marine; James Boas, marine; Thomas Harrison, able seaman; James Stephens, able seaman; Peter M'Mahon, landman; James Overton, ordinary seaman; Benjamin Cooper, swabber; Philip Alexander, quarter-gunner; Henry Michels, able seaman; James Gost, landman; William Brian, boy; Nicholas Play, able seaman; Thomas Atkins, marine; John Ashton, landman; Thomas Gill, ordinary seaman; Thomas Laws, landman; John Mooney, ordinary seaman; Henry Webber, quarter-master's-mate; Isaac Hamilton, able seaman; Jeremiah Sullivan, ordinary seaman; Thomas Edgell, marine; William Walton (2), quarter-gunner; Samuel Hill, able seaman; James Reeves, able seaman.

Total—2 killed; 40 wounded.

GEORGE BURLTON, Captain.
R. C. JOHNSTON (1), Surgeon.

Copy of a Letter from Captain Carteret, of H. M. S. Pomone, addressed to Rear-admiral Malcolm, and transmitted by Admiral Lord Keith, to John Wilson Croker, Esq.

SIR, *H. M. S. Pomone, at Sea, March* 4, 1814.

The Bunker's-Hill, an American privateer, of 14 guns, and 86 men,

formerly his Majesty's brig Linnet, has this day been captured by this ship, in company with the Cydnus.

Though noted for her former successful depredations, yet has she now cruised eight days from Morlaix, without having effected a single capture.

I have the honour to be, &c.

P. CARTERET, Captain.

Promotions and Appointments.

Captains, &c. appointed.

Captain Francis Stanfell, to the Bacchante; Frederick Warren, to the Clarence; William Woolridge, to the Desirée; A. M. Hawkins, to the Conflict; Captain E. R. Sibly, of the Swallow, to the rank of post captain, and to command the Cossack; Lord Algernon Percy, to the rank of commander, and to the Swallow; Edward S. P. Knox, to act in the Eurotas; J. Black, to act in the Havannah; J. Dunn, to the Indian; H. Forbes, to the Martial; T. Prickett, to the Teazer; T. B. Sullivan, to the Wezer; Sir G. M. Keith, to be a commander, and to retain the command of the Redbreast; Lieutenant John G. Aplin, to the rank of commander; Hon. William Henry Percy, to the Hermes; D. Bartholomew, to the Erebus; Frederick J. Thomas, to the St. Juan; Alexander Skene, to the Tonnant; J. F. Devonshire, to the Sceptre; Charles Ross, to the Albion; Thomas Forrest, to the Sybille; Gordon Falcon, to the Cyane; H. C. Baker, to the Fairy; William Hamilton, to the Havannah.

Lieutenants, &c. appointed.

Lieutenants John Simpson, William Lanyon, Francis Misservey, John Elliott, Abraham Burdon, and John Nicholas, have retired with the rank of commanders; Lieutenant Fell Benamor, to the Namur; Richard Bluett, to the Princess Caroline; F. S. Boileau, to the Grampus; David Buchan, to the Pike; Charles Joseph Cator, to the Terror; Richard Cole, to the Bellerophon; J. E. Cawkett, to the St. George; John Campbell (1), to Mill Staine signal station; R. G. Dunlop, to the Leander; Robert W. Evans, to the Leopard; Edward W. Jeffery, to the Piercer; John C. Gill, to the Goldfinch; William Gibbons, to Holkham signal station; Edward Garrett, to Orford Haven S.S.; John Hallowes, to the Pincher; James Hewit, to the Vengeance; Richard Harrison, to the Hebrus; Mr. King, of the Armada, to be lieutenant of the Trident; Edward Luscombe, to the Horatio; R. Milne, to the Onyx; Charles Paul, to the Renown; John Preding, to Burnt Houseland signal station; William Stevenson, to the Cadmus; Thomas Scaulan, to the Achille; George Sandford, to the Tyre; Thomas Sherwin, to the Sprightly cutter; James Sabben, to the Electra; John Salter, to the Lion; Henry Stanley, to Coleton signal station; C. T. Sutton, to Montmedo signal station; Silver Jacob, to Haslar hospital; Thomas Read, to Kingstone Little Hampton signal station; S. C. Umfreville, to the Fly; —— Williams, to the America; William Woolcott (2), to the Grampus; G. Williamson, to Beesbon Regis signal station; R. Yule, to command the Atlas prison ship.

Masters appointed.

William Honnor, to the Calypso; James Emelin, to the Desirée; R. West, to the Defiance; G. P. Appleton, to the Peruvian; Mat. Coleman, to the Belliqueux; P. Parker, to the Ajax; J. Walker, to the Sultan; J. Lewis, to the Bellerophon; J. Welshir, to the Ganymede; T. Wright, to the Weser; Ed. Fletcher, to the Calibre; Wm. Pennington, to the Bucephalus; William Ellis, to the Orontes; R. L.

Hecks, to the Jason; J. I. H. Lengard, to the Bermuda; John Jenkins, to the Anholt; William Johns, to the Opossum; Js. Weddle, to the Espoir; Ml. Richards, to the Levant; Thomas Garrett, to the Electra; R. C. Pyne, to the Hermes; H. M'Cleverty, supernumerary master at Sheerness, *vice* Halliday; William Smailes, to the Leveret; A. Levie, to the Traave.

List of Midshipmen passed for Lieutenants.

Sheerness.—Mr. Richard Hart, to the Hearty; Benjamin Leggett, to the Investigator; William Wilkinson, to the Chanticleer; George Smith, to the Cheerly; Jos. Taylor, to the Solebay; Henry W. Mason, to the Thisbe; Jos. Wright, to the Stork; R. S. Tomkins, to the Newcastle.

Portsmouth.—Michael Tully, to the Conquestador; William Cartright, to ditto; H. Colquhoun, to the Desirée; William Hunter, to the Gladiator; Robert Turnbull, to the Electra; James M'Pherson, to the Barrosa; James Annesly, to ditto; George H. Jenkins, to the Lemon; Samuel Gibbeson, to the Hyperion; Samuel Collis, to the Urgent; Cunn. Shepard, to the Prince.

Plymouth.—Mat. Mitchell, to the Salvador; G. V. Simmons, to the Hermes; Robert Johnson, to the Queen Charlotte; George Vicars, to the Warspite; C. T. Phalp, to the Adder; Robert Taylor, to the Nisus.

Pursers appointed.

James Williamson, to be purser of the Albion; J. Richards, Esq. purser of the Kent, to be secretary to Admiral Hargood; John Warden, to be purser of the Brunswick; Mr. Reach, to the Fairy sloop.

Surgeons appointed.

James Dobie, to the Melpomene; W. H. Rudland, to the Alcmene; James Billing, to the Defiance P.S.; George Clayton, to the Belliqueux; Andrew Allen, to the Reindeer; George Swann, to the Thracian; David Jones, to the Cyane; William Falls, to the Foxhound; William Stanbridge, to the Arve Princen; J. H. Hamilton, to the Weser; Mark Thompson, to the Iphigenie; Stephen Ralph, to the Grasshopper; Jos. Cook, to the Moselle; H. W. Keele, to the Diadem; John Ogilvie, to the Leyden; James Hamilton, to the Bucephalus; Matthew Anderson, to the Pike; John Fisher (1), to the Bittern; Thomas Lewis, to the Kingston hospital, Upper Canada; John Griffith, to the Traave.

Assistant-surgeons.

Alexander Dunbar, to the Ferret; Patrick Kelly, to the Tickler cutter; T. B. Wilson, as a supernumerary to the Mediterranean; John Morrison, to the Pelter; W. G. Borland, to the Diadem; William Crichton, to the Weser; Samuel Mackay, to the Erebus; William Strang, to the Eurotas; Robert Gourley, to the Zealous; Stephen Mason, to the Tisiphone; Jackson Cochrane, to the Tigre; John M'Kinlay, to the Porcupine; N. P. O'Callaghan, as a supernumerary to Halifax; James Ellis, to the York; C. C. Todd, to the Ajax; Robert Cummin, to the Spitfire; Maurice Roberts, to the Sydney surveying vessel; Josiah M'Lean, to the Ceylon; John Houston, to be hospital mate at Forton; Robert Browne, hospital mate at Stapleton; R. Gasquet, to the Martial gun brig.

BIRTH.

On the 22d of March, at his house at Plymouth, the wife of Captain Lillicrap, R.N. of a daughter.

MARRIAGES.

At Bath, on the 30th of March, Captain Alexander Skene, of H.M.S. Tonnant, to Miss Charlotte Fordyce, of Ayton, N.B. daughter of the late —— Fordyce, Esq. and niece to the Marquis of Huntly.

Lately, at Plymouth, Lieutenant G. S. Richards, R.N. to Miss Hervey, of Torpoint.

Lately, Dr. Harness, medical commissioner of the Transport board, to the widow of the late Admiral Linzee.

DEATHS.

On the 18th of March, at the Cove of Cork, Captain Hargrave, of H.M. sloop Teazer, youngest son of F. Hargrave, Esq. one of H.M. counsel.

On the 21st of March, Lieutenant R. Simmonds, of the Royal Naval Hospital at Haslar.

On the 21th of March, Mrs. Williams, mother of Lieutenant-colonel Richard Williams, and of Major Williams, of the royal marines.

On the 29th of March, at his seat, Woodbine cottage, near Honiton, Admiral Sir Thomas Greaves, K.B.

On the 29th of March, at Exeter, Captain Temple Hardy, son of the late Admiral Sir Charles Hardy, Bart.

On the 1st of April, at his house in Tottenham, Captain John Kerbey, late commander of the Augustus Caesar, in the Jamaica trade, aged 46.

At Wickham, after a long illness, on the 28th of March, Mary Ann, eldest daughter of the late Captain Mosse, R.N. who gloriously fell at the battle of Copenhagen.

A few days since, at his house in Privy-gardens, London, R. N. A. Bennett, Esq. father to Captain Bennett, R.N.

Lately, in Gower-street, Mrs. Hughes, relict of the late Admiral Robert Hughes.

At the Admiralty, in his 8th year, Horatio Nelson Yorke, fourth son of Rear-admiral Sir Joseph Sydney Yorke, one of the Lords of the Admiralty.

At St. Colomb, Captain W. Smith, R.N. aged 71 years.

On the 18th of April, at the Royal Marine Barracks at Chatham, Major Bumford.

On the 18th instant, at Chelsea, Mrs. Lewis, wife of Commissioner Lewis, of the naval yard at Antigua.

Lately, at Chisbeck, T. Valentine, Esq. formerly store-keeper of the Victualling-office at Portsmouth.

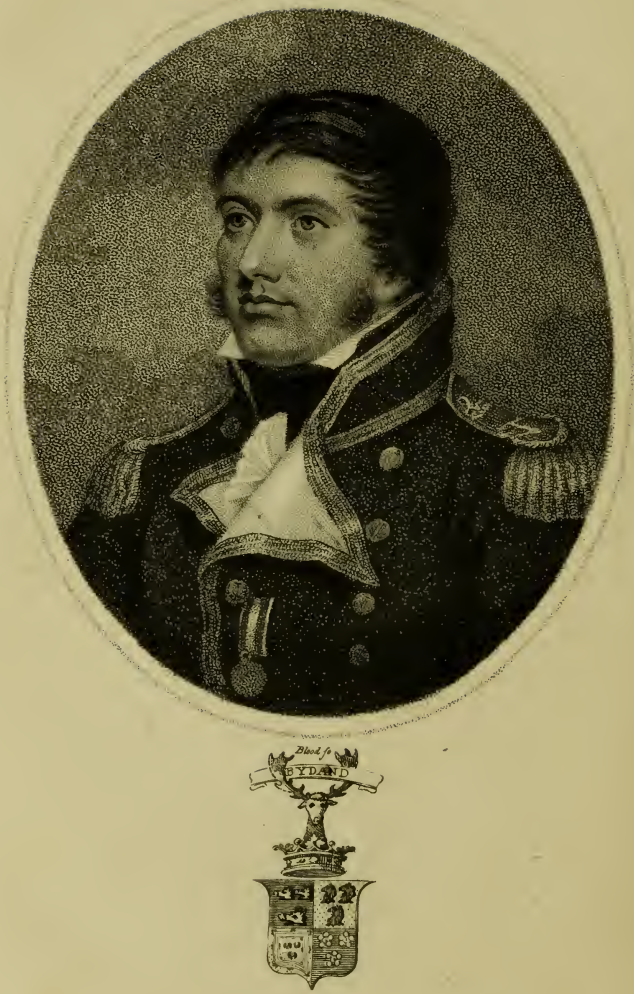
Lately, Mr. Gray, timber-master's assistant at Portsmouth yard.

At Plymouth, Mrs. Speek, wife of Lieutenant Speek, R.N.

At Portsmouth, the lady of Captain G. Ferguson, R.N.

Lately, at Greenwich, Captain John Moncue, R.N. an old and respectable officer.

Letters have been received at the Admiralty from Admiral Fremantle, containing information of the death of Captain Bridges W Taylor, of the Apollo, by the upsetting of a boat off Brindisi, in the Adriatic, where he had lately caused the destruction of the French frigate Uranie, in consequence of threatening to enter the harbour to engage her. He was an excellent and meritorious officer, much beloved in the service in which he had held the rank of post captain nearly twelve years, though only 35 years old. He was the youngest brother of General Taylor, secretary to the Queen.



Capt.ⁿ James Alexander Gordon R.N.

Pub.d 21 May 1814 by Joyce Gold 103 Shoe Lane

BIOGRAPHICAL MEMOIR

OF

JAMES ALEXANDER GORDON,

CAPTAIN R. N.

"*Bydand.*"*

All men of sense reject unmeasur'd praise;—
Its sure effect—to sink where it would raise.
By noble minds, the parasite is scorn'd,
And splendid deeds—shine most when unadorn'd.——EDITOR.

THE officer whose memoirs we are about to lay before our readers, though young in years, is old in renown, and has seen a great deal of very severe and active service. The motto of the Gordon crest* is perfectly applicable to the fame he has already acquired; and were he, like the subject of our last memoir, no longer an inhabitant of this world, we should express with greater freedom our opinion of his imputed fine qualities and eminent exploits.

James Alexander Gordon was born in the year 1782. He went to sea at a very early age, when the revolutionary war with France first broke out. With the name of the ship in which he first served, we are unacquainted; but one of the earliest engagements in which he took part was the ever-memorable actions of the 29th May, and 1st of June, 1794, under Lord Howe; † on which occasion he served in his Majesty's ship Glory, Rear-admiral Bowyer. He had also the good fortune to be present on the 27th of February, 1797, when the gallant Earl of St. Vincent‡ so entirely defeated the Spanish fleet: § on this occasion he served in the Goliath, with Captain (now Vice-Admiral) Thomas Foley, and distinguished himself greatly, giving proofs of what his country might expect from his future services. In the same ship, and with the same commander, he shared in the glorious battle of the Nile, ‖ under the immortal Nelson; ¶ we believe, as master's mate, for he very soon after attained the rank of lieutenant; which, however, was not confirmed till his return to England in the following year.

* Abiding, or lasting.
† See N. C. Vol. I. p. 220.
‡ See N. C. Vol. IV.
§ See N. C. Vol. IV. p. 1.
‖ See N. C. Vols. I, and III.
¶ See N. C. Vol. III. p. 157.

In 1800, Mr. Gordon was appointed second lieutenant of the Bourdelais frigate, of 28 guns, then recently captured from the enemy, and commanded by Captain Thomas Manby. While convoying a small fleet to the West Indies, the captain of the Bourdelais, his officers and crew, made a very gallant defence against four French corvettes that they fell in with near Madeira, of which they took one, and beat off the others. Unfortunately, soon after she struck, the prize went down, with an officer and twenty men of Captain Manby's on board.* The action was long, and the superiority on the part of the enemy very great; but the heavy carronades of the Bourdelais made dreadful havock in the French ships, and they at last fairly ran away. Both Captain Manby's lieutenants (the present Captain Barrie and Mr. Gordon), are particularly mentioned as having signalized themselves.† He continued in the same ship on the Jamaica station for some time; until, being in charge of a prize, he was obliged by stress of weather to put into a port of the island of St. Domingo; where, for some cause of offence which we have not heard explained, he was refused his parole, and imprisoned by Toussaint; from whose power he was not recovered without much trouble and correspondence on the part of the Admiral (Sir John Duckworth,‡ we believe) then commanding the fleet on the Jamaica station. During his detention he suffered considerable hardships; and it was a long time before he entirely recovered from the effects of the treatment which he had so unjustly experienced.

The next account that we have of Mr. Gordon is, when serving on the same station, at the commencement of the present war, as first lieutenant of the Racoon sloop, under the late Captain Bissell; who afterwards unfortunately perished, with his brave and lamented admiral, Sir Thomas Troubridge,§ in the Blenheim, off Madagascar. In the Racoon he had frequent opportunities of distinguishing himself; as she fought two or three very gallant actions with brigs of war, and heavy French privateers; particularly in capturing the Lodi, of 18 guns, and 140 men. Captain

* Fourteen were rescued; the others perished.

† See Captain Manby's official letters in N. C. Vol. V. pp. 348, 349.

‡ See Memoir and Portrait of this Officer, N. C. Vol. XVIII.

§ See N. C. Vol. XX. p. 147.

Bissell was soon after made post into one of the French ships surrendered at St. Domingo to save their crews from the fury of the Blacks; and Lieutenant Gordon was made commander, and appointed to the Racoon, in which he continued till 1805; when he brought home an old Spanish 24-gun ship, the Ligæra, and was soon after made Post. In the Racoon he had rendered most essential services, by protecting the trade, and capturing the numerous French privateers which were constantly cruising round Jamaica.

After his attaining Post rank, Captain Gordon, we think, remained unemployed for two or three years; which, however, was the first respite that he had had, since his entering the navy. This period he spent very happily with his friends and relations, and fortunately soon entirely recovered his health; which, on his return to England was so much injured, that he was confined by illness at an inn at Portsmouth. About the end of the year 1808, he was appointed to the command of the Mercury frigate, of 28 guns; in which, after convoying some ships to Jersey, he proceeded to the fleet then cruising off Cadiz, where it was not long before he had an opportunity of gaining laurels; being left, during the absence of the fleet, with Captain Murray Maxwell,* commanding the Alceste frigate, and the Grasshopper sloop, Captain Searle. Captain Maxwell saw a convoy of the enemy's vessels, with several gun-boats, stealing along the shore, under the batteries; but he immediately determined to prevent their gaining the port, and effectually succeeded, although exposed to a tremendous fire from the batteries. On this occasion, as on every other, Captain Gordon was particularly mentioned by his friend Captain Maxwell; † but the sloop of war under Captain Searle, drawing less water than the frigates, had the hottest of the fire; and her meritorious commander was promoted for his gallant conduct.

Captain Gordon continued to serve for some time in the Mercury, and was then appointed to the Active, a very fine 38-gun frigate, in which he was ordered to the Adriatic; where, in March, 1811, under the orders of the gallant Captain Hoste, the elevé of the immortal Nelson, he participated in the gallant defence made by that distinguished officer, with four frigates, two of them

* See N. C. Vol. XIX p. 343. † *Idem.* p. 344.

small, against the enemy's squadron, consisting of five heavy frigates, two corvettes, and two schooners; which, after a severe contest, he defeated, capturing two, and burning one. In this action the subject of our memoir greatly distinguished himself, and so did every officer and man in the squadron, as appears by the official letter from Captain Hoste to Captain Eyre.* After repairing her damages at Malta, the Active returned again to the Adriatic; and, as the Amphion was out of repair, and ordered home, the command in that sea was now conferred upon his friend and comrade, Captain Maxwell, of the Alceste; when our hero again had the good fortune, in December of the same year, to fall in with two French frigates and a store-ship. He took one of the frigates, after a severe contest, in which, most unfortunately, he lost a leg. Captain Maxwell, having had his top-mast carried away by the enemy's shot, was prevented from closing with *his* antagonist, who escaped; but the store-ship belonging to the same squadron was taken by the Unite, one of Captain Maxwell's squadron. On this occasion it will be observed, that his senior officer draws his character in the most lively and glowing colours. He says, "*It is with poignant regret I inform you, that Captain Gordon has lost a leg: but, thank God, he is doing well: his merits as an officer I need not dwell upon, they are known to his country; and he lives in the hearts of all who have the happiness to know him.*" † A compliment that reflects equal honour on the giver and receiver. During his command of the Active, all his three lieutenants were made commanders in the very short space of eighteen months.

Captain Gordon fortunately survived the amputation of his limb, and, returning soon after to England, rapidly recovered his health. In August of the following year, 1812, he was nominated to the command of the Seahorse frigate, which had just been thoroughly repaired, and was appointed convoy to a fleet for Jamaica, which was at that time a dangerous service; as the heavy American ships were cruising for our convoys in every direction. From Jamaica he was immediately ordered home with specie, and arrived safely after a tedious passage.

Captain Gordon was afterwards employed in cruising off the

* Inserted in N. C. Vol. XXV. p. 430. † See Vol. XXVII. pp. 260, 343.

North Cape, under Rear-Admiral Lord Amelius Beauclerc, for the President, Commodore Rodgers; which, however, has hitherto had the good fortune to elude all the vigilance of our gallant Tars. He has since been attached to the Cherbourg squadron of observation, and is now with Admiral Lord Viscount Keith's fleet at St. Helen's.

Captain James Alexander Gordon is the eldest son (by a second marriage) of Charles Gordon, Esq. of Wardhouse, in Aberdeenshire, North Britain. He is connected, by consanguinity and relationship, with many respectable families of his name in that county. The noble chief of that numerous clan has ever patronised and received his father and family as valued friends and namesakes. His mother was the daughter of the late Major James Mercer, of Auchnacant, in the same county, who had married Catherine, the sister of the present Lord Glenbevie, who is, of course, his grand uncle. He married, in 1812, Miss Ward,* of Marlborough, in Wiltshire, where his father at that time resided. If this officer lives to hear the note of war again sounded, there is scarcely a doubt but he will furnish a splendid supplement to this brief narration of his honourable services.

NAUTICAL ANECDOTES, &c.

EMBARKATION OF THE FRENCH KING AT DOVER.

A LITTLE before one o'clock in the afternoon on Sunday, the 24th of April, his Royal Highness the Prince Regent, accompanied by Lord Yarmouth, Colonel Bloomfield, &c. having taken leave of the French King, came ashore from the *Royal Sovereign* yacht, which had been stationed quite close to the Quay. The Regent was received with a royal salute from the whole line of troops. The King of France, who was probably prevented by personal infirmities, did not appear upon the deck, but the Duke de Bourbon, and other French nobles who were there, took off their hats as our Regent left the yacht. The tide then serving, the Royal Sovereign got under weigh at one o'clock, and passed the Pier Head under a royal salute from all the batteries. The Prince Regent had placed himself on the farthest part of the pier, and cheered the Royal Sovereign as she passed, accompanied by an immense concourse of delighted spectators. The scene was indeed truly grand and impressive. The event itself will form a distinguished feature of our history. The novelty, importance, the mingled feelings to which this gratifying and splendid scene gave rise, would be difficult to describe: sympathy was awakened in every bosom, and tears

* See N. C. Vol. XXVIII. p. 263.

mingled with acclamation. The Royal Sovereign yacht went out in the grandest possible style, and as the wind was favourable, she proceeded rapidly, accompanied and convoyed by the fleet under the command of his Royal Highness the Duke of Clarence. On the Royal Sovereign reaching the roads, she was received by a royal salute from the ships of war there stationed, amongst which was the Jason frigate, the flag-ship of the Royal Duke. The Royal Sovereign ran over to Calais with a pleasant breeze; and at four o'clock she was seen from the heights of Dover, at anchor in Calais Roads. Such a day as this was never witnessed at Dover by the oldest inhabitant living: it could only have been equalled by that on which Charles II. landed from Holland to take possession of the crown of England. On arriving off the French coast, the Royal Sovereign hove-to, when the Jason frigate passed her, fired a royal salute, manned the yards, gave three cheers, and bore away. Every ship of the fleet passed the royal yacht, saluted and cheered. The Royal Sovereign then approached the harbour of Calais, and was received by a tremendous explosion from the different batteries, which continued upwards of two hours, and extended along the coasts as far as the eye could reach; in short, from Calais to Boulogne it appeared as one entire blaze. The Duke of Clarence having now performed his high and gratifying function of conveying a monarch to the throne of his ancestors, immediately sailed for the English coast.

Most of the English officers and visitors seemed surprised that no Deputation to receive Louis the XVIIIth had arrived from Paris. A cause, however, was assigned for this; namely, that it was not certainly known where the King would land, some supposing that it would be at Dunkirk, others at Boulogne. Many French officers seemed to view this extraordinary scene with a sullen aspect. One was heard observing, that the King would have acted more politically, if he had accepted of the French line-of-battle ship that was sent over from Cherbourg, to have conveyed him back to France. They seemed to think there was too much of *British management*, and they spoke in a tone of political independence that greatly surprised many of their English auditors. However those things might be, the attachment of the great mass of the inhabitants of Calais to Louis the XVIIIth was demonstrated in the most forcible manner the moment he entered that harbour. Both sides of the Quays were lined with spectators. From all quarters resounded shouts of *Vive le Roi,—Vivent les Bourbons,—Vivent les Anglois!* Great preparations had been made by the loyal inhabitants of Calais for the reception of their Sovereign. A guard of honour to escort his Majesty had been formed of the principal young men of the place: to do honour to—and attend the Duchess D'Angouleme, a number of the most respectable young ladies were selected. From those melancholy reflections that she seemed unable to suppress,—from the painful recollection of the fate of her unhappy parents, the late King and Queen of France,—this interesting woman seemed extremely pensive and dejected. The whole town was decorated with the ensigns of the Bourbon Princes, and over the Sea-port, the flags of France and England waved together. This compliment to Great Britain did not pass uncriticised of many.

In the account published in our preceding number,* relative to the "*Events at Calais,*" when Captain Evans, of the Cadmus, landed—the name of General Barbasan occurs, who is stigmatised as an old and incorrigible jacobin. It was rather prematurely and imprudently stated in the London prints, that the inhabitants of Calais wished to be delivered from the presence of this General, and of Colonel Label, of the Engineers. Such expressions proved how little the nature or tendency of the recent change of the executive government was understood: for, when the King landed, he was received by this same General, who attended his Majesty to an open carriage which had been purposely prepared for him, and in which he was drawn by the people to the church of Notre Dame. He seemed to have suffered a good deal, at least his countenance indicated as much, and that he strove as far as possible to repress every feeling but that of joy and exultation.

It has often been remarked, and the spectacle in the church fully verified its justice, that the powerful impressions produced on the senses, by the grand and imposing ceremonies of the Roman Church, gives its creed many advantages over that of the reformed religion. It is hardly possible to describe what was so powerfully felt,—what was wrote in almost every countenance, and seemed to speak in every eye. The retiring modesty, and unaffected demeanour of the daughter of Louis XVI. charmed every heart, whilst the solemn and attentive devotion of the Royal Party conferred the highest degree of interest on the scene. After mass was over, the King, his court, and suite, retired to his hotel, escorted by the national guards. The King dined in public: besides his family party, there were present Generals Maison and Barbasan, Lord Sidmouth, the Earl of Buckinghamshire, Lord W. Fitzroy, Lord Cawdor, and Sir J. Beresford. This day the King exercised his power as Sovereign in France, by giving audiences and receiving petitions. A deputation from Gravelines waited upon the King, and were kindly received. There was a general illumination on Sunday evening. The whole of Monday troops continued to arrive in Calais, consisting principally of the 28th, 30th, and 55th regiments, and a fine body of artillery. General Maison, who is commandant of this district, signified his adhesion to the new order of things, and was very kindly received. He is about fifty years of age. The King again dined in public, surrounded by spectators, amongst whom were many English, who were treated with marked attention. In the evening the town was illuminated, and fireworks—for several hours successively—played off in the market-place. The weather was very unfavourable, but it did not seem at all to damp the spirits of the people. It was announced, that at twelve o'clock next day the King would set out for Paris. The entire population seemed in motion to honour his departure: the road to Boulogne, for a considerable distance, was lined with spectators. A double file of national guards were ranged the whole way from the gate of the hotel to the Boulogne gate, and reached into the country several hundred yards. A little farther on were stationed large bodies of artillery, with their field equipages, ready to salute the

* Page 284.

Monarch as he passed. Just before twelve, the Prince de Conde, with his son, the Duke de Bourbon, got into his carriage, and drove away amid loud cries of *Vive le Roi, Vivent les Bourbons.* Exactly at twelve, the King's coach drew up to the door of the hotel. The clergy, just previous to his departure, were first presented, and kissed his hand with great devotion: the military were next presented, and a French general in waiting announced that the British officers should advance. All the English in the room then advanced a few steps, and bowed to the King, who returned their salutation, and said, in English, that they were witnesses of the first moments of his felicity. They all exclaimed, "Long live the King," and pressed forward to kiss the royal hand. Louis seemed greatly affected, and thanked them with strong emotion. The Mayor of Calais then begged leave to address his Majesty: he made a speech of some length, in which he observed, that Calais had never forgotten her legitimate Sovereign, and hoped the King would deign to remember its *devoted fidelity.* The King answered him in the kindest manner, and assured him of his steady attachment to the good town of Calais. His Majesty then arose to depart, and, accompanied by the Duchess D'Angouleme, and the Archbishop of Rheims, proceeded to his coach. Amidst the ardent shouts of the spectators, he ascended the carriage, bowing to all around him. The Duchess followed, and her reception was enthusiastically warm and animated. *Vive la Duchesse D'Angouleme* resounded from all quarters. She waved her hand gracefully to the spectators, smiling through the tears that trickled down her pallid cheeks. The national guard were particularly warm in their expressions of loyalty and attachment. The coach now drove away, preceded by a few lancers, and followed by an escort of about an hundred. They took the road to Boulogne, on which were stationed General Maison and his staff. The coach stopped for a few minutes, and some conversation passed: the King then drove rapidly away. The cannon fired from all the heights, and the music played Henry IV. The feeling of joy seemed universal: the military and the town were equally anxious to express their devotion to their restored monarch, whose mild and amiable manners promise a reign widely different from the gloomy tyranny from which they had just escaped.

LORD R———'s SECRETARY.

He was originally bred to the church, and was selected as secretary by Lord R———, because he appeared to be the most likely person completely to answer his Lordship's views. He was not only secretary to the commander-in-chief, but, through the influence of that personage, he was accepted, reluctantly of course, as *prize-agent* for the whole fleet, throughout which he was bitterly and universally detested. To his master he was the most obsequious of slaves, from whom he submitted to receive kicks, cuffs, and indignities of every kind, for which he endeavoured to indemnify himself by playing the tyrant in his turn, and rendering as miserable as possible, every soul placed within the reach of his influence; it was difficult to decide which was his master passion, malice or avarice; at all events he was never known to omit an opportunity of gratifying either.

Lord ——— was known to be generally in embarrassed circumstances: he owed his steward about 200*l.* Once as he was dressing the admiral's hair, he mentioned to Lord R——— the money he had lent him; the admiral told him he not only could not pay him then, but he wanted more. The steward told him he would accommodate him, and could point out a method whereby the debt could be wiped off without any money. The admiral eagerly demanded in what way: the steward replied, "*by making* me *purser* of *one of the French prizes.*" Without a moment's hesitation, the bell was rung, and the secretary called in. "Go!" said the admiral, "and fill a warrant for H——, making him purser of one of the French ships." The secretary replied, "*they are all given away.*" Up jumped the admiral in a perfect tornado of passion. "*You have* SOLD *them all*, you d——d *rascal*," bellowed Lord R———, giving the secretary such a blow on the side of the head, that he tumbled on the cabin deck, and the admiral fell over him, where he remained pummelling the secretary with all his might. When the steward thought the admiral's strength was exhausted, and not before, he took him off the victim, and seated him in a chair, and the secretary crawled on his hands and knees out of the cabin: Whether this worthy secretary had or had not *sold* the purser's appointments to the captured line-of-battle ships, he was too good a judge not to know that he must fulfil the wishes of his patron to escape another drubbing. Accordingly, when the fury of the admiral was a little abated, he begged permission to approach, and in a tremulous tone, and agitated manner, informed his master, that although he had *given away* the purserships of the prizes, there was a vacancy in the Shrewsbury: the apology was accepted, the warrant signed, the steward made a purser, the debt liquidated, and peace restored between the noble admiral and his secretary.

But although they differed often on some points, there were others, and those of moment too—on which there existed the most perfect unanimity; particularly in the disposal and appropriation of the immense booty gathered up at St. Eustatius, of which, it is said, not a shilling was ever distributed—at least not to the officers or crews. How the matter was settled between the commander-in-chief and his secretary, the prize-agent, is one of the many secrets that may never be discovered.

Whilst this secretary was vending promotions as dearly as possible, he was applied to by a certain officer, then a commander, well known at two of our sea-ports, by the name of "*the devil's anointed*," who was much less distinguished by the injury he had caused the enemy, than by his brutal behaviour to hundreds of young officers whom he dared to insult, because he knew that *discipline*, and the etiquette of rank, forbade their resenting the affront. This person applied to the secretary to be made a *Post Captain*, promising him a hundred pound note on receiving his commission. In a short time, the commander's signal was made for him to go on board the ———. He walked into the secretary's cabin, who told him he had procured him the commission, which he offered with one hand, and, then withdrawing it, put forth the other to receive the promised bribe; but though the officer had *promised*, he had neither the principle nor the power

to perform; and hastily seizing the commission, thrust it into his pocket, thanked the secretary very obsequiously, and retreating as fast as possible to his boat, shoved directly off for his own ship. The secretary, amazed and confounded, hailed him, requesting to see the commission, as it wanted some alteration. "Oh, never mind it, Mr. Secretary," said the commander, "that can be done some other day!" The post captain was so delighted with his promotion, and the manner in which he had procured it, that he boasted of the exploit to his brother officers; and it became the common talk of the fleet. It was remarked by many, that the secretary had lost the honour (till then undisputed) of being the greatest knave in the grand fleet.

When peace was made, and our fleets dismantled, this worthy secretary began to entertain serious alarms, lest the enraged seamen, whose prize property he had received, should execute their threats and put him to death. He therefore put advertisements forth, stating, that at such a time, and at such a place, *greatly regretted by all his acquaintance,* died ——— ———, Esquire, late secretary to the gallant Lord R———. This manœuvre had the effect of deluding thousands of sailors, who contented themselves with the consoling idea, that though he had plundered them of their prize-money, the devil had him "fast moored in a stream of fire and brimstone." It happened, however, that one of the sailors went to his residence in London; the secretary himself opened the door, and the sailor began to inquire about the St. Eustatius prize-money! The secretary, with matchless gravity and effrontery, affecting a whining sort of cadence, said, "Ah! it is my dear brother you want, but he is no more, he has been dead above a twelvemonth!" The sailor, surveying him from head to foot, with his eyes half starting from their sockets, said, "If you be'ant him that was our secretary, whether he be dead or alive, I be'ant Joe Wilson; God never made *two* such ill-looking sons of b——s." The secretary shutting the door, the poor fellow walked off, in doubt whether he had seen the secretary or his ghost!

GREAT INUNDATION IN HOLLAND.

Wonderful preservation of a Child.

In the 14th century, all the low parts of the United provinces of Holland were in the most imminent danger of being destroyed, by a storm of unparalleled violence, which breaking down the sea and river dikes, inundated a vast tract of land, drowned many towns, upwards of a hundred villages, and one hundred thousand inhabitants, and formed that extensive lake now called the *Bies Bosch.* The city of Dordrecht was in the utmost peril of being swept away. One of the Burgers of that city rescued from a watery grave an infant richly dressed, sleeping, unconscious of its danger, in a costly cradle. Every thing about it indicated that the child had belonged to people of condition, but nothing was found that could afford a clue to whom. The good and benevolent Burger of Dordrecht reared the child, and gave it a good education, and in the course of time he became the first Burgomaster of the city, in the annals of which the particulars of this singular event may be found.

ORIGIN OF THE ZUYDER ZEE,

Or Southern Sea, as it is termed by the Dutch, was, not many centuries since, inhabited and cultivated, and cows grazed where line-of-battle ships now ride at anchor! It is stated in *Kok's Vaderlandsche Woorderboek*, that a servant girl having caught a herring in a pail with which she was lading water from a ditch, carried it to her master, who was possessed of considerable landed property, which is now covered by the sea. Conscious that a herring could not have found its way thither without a communication with the sea, he foresaw at one glance the danger in which his patrimony stood of being engulphed and lost. Without taking any particular notice of what the girl had shewn him, he sought an early opportunity of disposing of his estates, and retired from a soil that was shortly after inundated by the waters of the North Sea.

A COMMANDER OF OLD STANDING.

There is now standing, within *five* of the top of the list of commanders, one who was made under the following circumstances. He was a lieutenant of thirty years standing, and was first of the Anson, 64, in 1782, and was deservedly esteemed a good seaman and respectable officer. He had been *twenty years* a *first* lieutenant, when Admiral Rodney appointed his son as captain of that ship. The appointment of that young gentleman as a post captain, induced the Duke of Clarence to complain to the King his father, that "*Jack Rodney* and *Kit Parker*" were both post captains, and he only a midshipman: the King replied, "*your* friends can make you one at any time, theirs did it *when they could.*" When the young post captain took the command, he did not like the grave, sedate, and parent-like carriage of the first lieutenant. He did not feel in his presence to be the captain of the Anson, and complained of this to his father, who promised a speedy remedy, which was effected, by purchasing a small vessel on the government account, and making the officer in question a commander. In this manner was his promotion procured. In a short time afterwards, the admiral superseded him, and Captain ———— returned to England, where he appears to have remained ever since, without employ or promotion. This officer had served THIRTY YEARS as a lieutenant, before the caprice of a youthful post captain led to his elevation—and he has remained a second term of THIRTY YEARS a commander; that is to say, he was a captain in the navy some years before many of our juvenile post captains were born. We could never hear of any reproach attaching to this officer; and had Admiral Rodney finished what he begun, and procured him to have been made post, this gentleman had now been vice-admiral of the red! but had not the son of Admiral Rodney wished to have had for his first lieutenant a young person, he would most likely now have been a lieutenant of SIXTY YEARS standing!—Such things are!

ON THE QUALITIES OF THE LARCH TREE.

The Duke of Athol has discovered that larch is the most valuable and useful timber yet introduced into Scotland, for boat-building and mill-

work; and the bark is found, by actual experiment, to be superior to that of the oak for the purpose of tanning. Calf skins tanned with larch felt thicker in the hand, heavier, were finer in the grain, and of a lighter colour than those tanned with oak.

No timber that we are acquainted with, is equal in quality to that of the larch, with the same rapidity of growth. It fails only where all other woods fail, not even oak and teak excepted, when exposed to the alternate action of heat and moisture, of wind and water; but for all the lower parts of a ship, and those that are constantly immersed in water, larch may be considered as very little inferior to oak.

So fully impressed was the Empress Catherine, with the valuable properties of this timber, that the exportation of it from Russia was, and we believe still is, prohibited. The rapidity of its growth is such, that it has been found, by repeated trials, to double in diameter that of the oak, in a given time, and consequently the bulks being as the squares of their diameters, to produce in the same time four times the quantity of timber. Its usual annual increase, till it arrives at a certain age, is from one and a half to two inches in circumference; so that a tree of 30 years standing will measure from 4 to 5 feet in girth. There are well authenticated instances of trees of sixty years, measuring twelve feet in girth, and producing three hundred feet of timber; others of fifty years have been found to measure ten feet in girth, and seventy feet in height of stem. Mr. Marshall measured a larch in the grounds of Blair, of Athol, which, at five feet from the ground, girthed upwards of eight feet, and was estimated to contain four tons of timber; its age 54 years. At Dunkeld he measured another, of little more than 50 years old, which, at the same height, girthed eight feet and a half; it was nearly 100 feet high, and its solid contents were from four to five tons of timber.—The Dukes of Athol and Montrose, Lord Fife, and several other great landholders in Scotland, have made very extensive plantations of this tree, and the Scotch fir, which are rapidly rising into magnificent forests, and will, in the course of a few years, *compensate* in some measure the loss of our native oak timber. The inducement, indeed, to plant larch, operates nearly in the same proportion as the discouragement to plant oak; not only because it will grow upon poor gravelly soils, *not fit for any other kind of produce*, but also because the returns of profit *are rapid and prodigious*. The Bishop of Llandaff, in a paper addressed to the President of the Board of Agriculture, has given a calculation of the probable expense and profit, at the end of sixty years, of a plantation of larches, made by himself, consisting of 322,500 trees, on 379 acres of land. The expense of planting at 30*s.* a thousand—the compound interest at five per cent. for sixty years—the loss of rent at half-a-crown an acre, make the whole loss sustained, at the end of sixty years, amount to 13,798*l.* At twenty years from the planting, he reckons on thinning out 161,000; at 40 years, 80,000; and at sixty years, the remaining 80,000. "The price," says he, "of 161,000 trees of twenty years growth, improved for forty years, being added to that of 80,000 trees of sixty years growth, will, I conjecture, upon the most moderate computation, amount to 150,000*l.* if the commerce of the country, and the price

of foreign fir wood, continue for sixty years without diminution."—Most heartily do we pray, that the venerable prelate's calculations may be realized, and that his numerous family may reap the full benefit of his laudable exertions, in this important and patriotic undertaking.

IMPROVED METHOD OF PREPARING SHIP TIMBER.

By Captain Layman's experiments, performed before the Board of Agriculture, it appears that a piece of green poplar, which broke with the weight of 326 lb. was made by his process in three hours to support 368 lb. a piece of seasoned English oak broke with 784 lb. prepared it bore 902 lb. oak sap wood in its natural state broke with 536 lb. prepared it bore 930 lb. common white deal broke with 339 lb. prepared it bore 508 lb. Such are the important effects of Captain L.'s method of preparing timber. Captain Layman has made some interesting experiments before the Board of Agriculture, on a means discovered by him of extracting from green timber all the corrupting juices, so as to apply them at once to ship-building and other purposes. His process increases the strength from 20 to 50 per cent. in a few days, and it diminishes the specific gravity as the timber increases in strength.

STEAM BOATS.

The extreme length of the Clyde steam-boat is 75 feet, its breadth 14, the height of the cabin is six feet six. She is built very flat, and draws from two feet nine to three feet water. The best or after cabin is twenty feet long, and is entered from the stern; between the after cabin and the engine there is a space allotted for goods, 15 feet long. The engine is a 12-horse power, and occupies 15 feet; the fore cabin is 16 feet long, and is entered from the side. The paddles, sixteen in number, form two wheels of nine feet diameter, and four feet broad, made of hammered iron; they dip into the water from one foot three inches to one foot six inches. Along the outer edge of these wheels a platform and rail are formed, quite round the vessel, projecting over the sides, and supported by timbers reaching down to the vessel's side. The Clyde runs at the rate of four or four and a half miles per hour, in calm weather; but against a considerable breeze only three miles. The steam boat can take in 250 passengers, and is wrought by five men. The engine consumes 12 cwt. of coals per day; and, if well constructed, will require very little repair for some years. The daily expense, while working, is nearly 40*l.*; the carpenter's work cost 500*l.*; the joiner's work 150*l.* and the engine, with its apparatus, about 700*l.* The funnel of the boiler is 25 feet high, and carries a square sail 22 feet broad. The Comet steam-boat, after getting into the Frith of Forth, found her machinery of so little power in the rough water of the ocean, that the idea of proceeding to London was necessarily abandoned. She is now, therefore, with two others, plying constantly on the Clyde, between Glasgow and Greenock, for the conveyance of passengers and goods. These several boats were fitted up with the greatest neatness, and with every accommodation, so as to render them attractive to travellers. They have already had a remarkable influence in reducing the prodigious number of

post chaises on this line of road; so much so, that the tolls have let this year for 1400*l.* per annum less than formerly; and four out of eight stage coaches are laid aside, in consequence of which, 60 horses less are employed on that road. The distance by water is 22 miles, and the boats generally make the voyage in four or five hours. They go and come every day, and sometimes in summer, when the weather is favourable, they have made three voyages a-day. The fare is 5*s.* in the after cabin, and in the fore cabin 2*s.* 6*d.* The expense by the mail and stage coaches is 10*s.* or 12*s.* The noise and vibration of the machinery is, however, unpleasant, and to many people the smell of the steam is disagreeable. More boats of the same kind are building by Messrs. Wood, calculated for towing lighters with goods between Glasgow and the sea ports.

AN IMPROVEMENT ON STEAM BOATS.

A MACHINE of great importance to the navy has been invented by Mr. Lewis Bayne, officer of Excise, at Wick. This machine, although intended partly for the same purpose, is far superior to the steam boats now in use, both for simplicity and effect. Instead of the wheels used in these boats, which are of no use in a heavy sea, fins or oars, of a peculiar description, have been constructed by Mr. Bayne, which being at all times wholly under water, are as efficient in a rough as in a smooth sea. The machinery by which these fins or oars are wrought is simple, and entirely different from that on the present steam boats. It can be wrought either by the steam or by the hand, can be shipped or unshipped in a few minutes, and may be fixed on ships or boats of any size or construction.—From a trial made in a fishing boat, when the machinery was far from being in its present complete state, it was found that, although only wrought by one man, the boat to which the machinery was attached far outstript one of the same size, wrought by six men. For vessels dismasted, or endeavouring to come up with, or escape from an enemy, in a calm, or otherwise, the advantages arising from having this valuable machine on board are incalculable. A model has been sent to the Board of Admiralty, for their inspection, by his Grace the Duke of Gordon.

ADMIRAL DUNCAN AND THE DUTCH GREENLAND-SHIPS.

WHEN stationed off the Texel, in 1795 or 6, he received intelligence that several large Greenland ships, belonging to the merchants of Holland, were fitting out at Delfzyl, under the Prussian flag, for the Greenland whale fishery; but, knowing that the ships and stores would scarcely pay the proctor's bills, and expenses of condemnation, the admiral determined to permit them to go out, and catch them full laden on their return. Many, however, were detained, and sent with their deceptive papers before the admiral, who, after a deliberate inspection, and apparently serious consultation with his officers, advised their immediate liberation; and away went the poor Dutchmen, highly delighted with "*the good admiral*," whose conduct induced them to hope he did not see through the artifice, and believed that the ships were Prussian property, and the masters and crew—Prussian mariners.

Upon the return of the fleet, nothing could exceed the surprise and dis-

may of the Hollanders, upon being detained by order of Admiral Duncan, at the mouth of the Eems, and ordered to Yarmouth Roads! The masters would not believe it—they insisted upon going before *the good admiral*, who had liberated them before, and told them they might *go to the fishery* in the most perfect security! When they were brought before Admiral Duncan, he congratulated them on their *safe return*, and hoped that they had been fortunate. The masters replied in the affirmative, and reminding him of his former assurances, claimed their release, and permission to enter the Eems. "No, no, my good friends," said the admiral, "I was never deceived by your false papers, and false flags; but you were empty, and would not produce enough to pay the proctor's bills, and costs of condemnation. I therefore told you you might *go in safety* to the fishery, with a view to catch you on your return, when you would be better worth taking." They were sent into Yarmouth, and almost every ship and cargo condemned to the captors.

ISLAND OF JAVA—A BLOOD-STAINED THRONE!

An event which marks in the strongest manner the hatred, jealousy, and insensibility to remorse, which prevail amongst the princely families of Asia, took place in 1804, at Bantam, in the island of Java; where one of the sons of the king who lately reigned, in the dead of the night, found his way to the apartment where the reigning king slept, who was the brother of his own father, and with the sabre of the sleeping monarch, pierced his left side in so desperate a way, that he died instantly. The *life guards* of the court were *females;* these, by their shrill cries, awoke the queen, and rushing to her aid, made themselves masters of the murderer's person, but not before he had desperately wounded several of them. The day following, the murderer perished under the hands of an executioner, without assigning any motive for this horrid assassination. A brother of the murderer succeeded to the throne of him that was murdered: but he was scarcely settled upon the blood-stained throne, before a near relative made an attempt to rob him of life and diadem: the plan, however, failed; and the conspirator expiated his crime by an ignominious death.

CORRESPONDENCE.

TO THE RIGHT HONOURABLE THE EARL OF LIVERPOOL.

MY LORD, *London, January* 1, 1814.

I ADDRESS you, rather than the First Lord of the Admiralty, notwithstanding his known patriotism and abilities, because, as presiding over the administration of the country, all subjects relative to her present or future interests, should certainly come under your consideration, and meet that attention their importance ought justly to claim.

Your Lordship has been embarked in the vessel of state for the last

twenty years, amidst the political storms, the tremendous tempests of revolution, overthrow and calamity, that have desolated Europe, and afflicted its nations. You must, therefore, well understand what part the naval power of Great Britain has acted during this awful and eventful period;—how far it has been instrumental, in the hands of Divine Providence, in preventing the overflowing scourge from visiting the shores of this island, towards which the oppressed nations cast their eyes as their last hope; and how far instrumental in gradually paving the way for the final deliverance of Europe.

It was this arm of her power, my Lord, which, amidst the wreck of nations, and the overthrow of mighty empires and states, brought into the ports of Great Britain the treasures of the whole world. It was the Royal Navy of Great Britain that prepared the way for the glorious fields fought in the Peninsula, and the laurels that adorn the brows of the great Wellington. It was the ROYAL NAVY of Great Britain that carried the terrors of her power to every shore; displayed the ensigns of her strength to cheer desponding nations; and amidst preponderating gloom, shed a never failing stream of hope.

If it were to be asked, what would at this time have been the situation of Great Britain, had not her victorious fleets, under the favour of Divine Providence, protected her shores—been a shield to her commerce and her numerous colonies—*what answer could be given?*—If it cannot be denied that Great Britain owes her safety and her glory PRINCIPALLY to the matchless toils and heroism of her seamen, is not the NEGLECTED—the DISTRESSED CONDITION *of her* NAVAL DEFENDERS—*a national reproach.*

Considering the many centuries that have elapsed since Britain became conspicuous on the ocean, and the long experience she has had of the value of her naval power, it appears strange, that no means have ever yet been devised for securing to herself the exclusive services of so valuable a portion of her sons, as those inured to the sea, and accustomed to converse with winds and waves.

The film of political error appears here to have darkened the eyes of her otherwise able statesmen. As soon as peace has come, with what precipitancy do they disband the naval force, and let officers and men loose to the four quarters of the globe; the latter to seek employment; many, too many, of the former, to seek a refuge from the stigma of penury, and the pinchings of want.

But the time is certainly now come, which ought to call forth the serious attention—not only of the government of the country, but also of her Legislative assemblies—to a subject so important to her future interests; and it may be said, without exaggeration, interwoven with her future safety. A people sprung from herself—speaking the same language, whose naval power she has cherished by unexampled favour and forbearance; but whose policy and national character appear widely different; this nation has stepped forward to claim it as an indisputable right, for itself to seduce her subjects from their allegiance by every means, and then put arms into their hands to assist in the overthrow of their own country. Thus forgetting that the naval power of Britain has protected even its shores from

invasion, and prevented the scourge that has desolated Europe—from visiting the trans-atlantic shores.

To whatever cause any one may think proper to ascribe the defection of a portion of the seamen serving in the British Navy, it undoubtedly ought to be the earnest solicitude of the government to devise means for the prevention of its extending in future to any degree of magnitude. Unhappily for the country, every proposal from the navy to the government, that had in view the consideration of the present inadequate value of its pay, compared with the necessaries of life, to what it was when established, has been met by an unaccountable jealousy; and the active on the occasion have been marked as peculiar objects of dislike.

Even the commissioned officers, in their respectful applications, have only been answered by the frown of power; and to this impolitic and dangerous temper, may be ascribed, in no small degree, that alarming mutiny in 1797, which made the British power tremble to its centre.

It is painful to allude to that disgraceful and dangerous period of our naval history; but, my Lord, it ought ever to be a serious warning to the government of this country, to prevent, by a justifiable liberality, any recurrence of such an alarming event.

Amidst the great depreciation that money has undergone during the last 50 years, when compared with the price of all the necessaries of life, and the provision that has accordingly and necessarily been made in the salaries of those serving the state in offices on shore, to meet the unavoidable exigencies of life; it is wonderful, with what a parsimonious hand such favours have been dealt out to the navy, where pence have appeared to be considered as equal to pounds on shore; tens equal to hundreds; and hundreds to thousands. In no former period of the naval history of the country, has promotion been dealt out with so liberal a hand to commissioned officers as during the last twenty years; but even this has proved, in general, not a very desirable boon; as it has conferred rank, and withheld the means of supporting it. It has thrown lieutenants employed, into unemployed commanders; commanders employed, to be unemployed post captains; post captains employed, to unemployed flag officers; unless where particular circumstances, interest, or the favour of power, have operated to the contrary.

It may be replied to this statement, that it could not be avoided, from the number of officers that are now on the three last lists, notwithstanding the great increase to the navy. This very answer, if given, ought to point out a remedy. If to testify the gratitude of the country, and the sense of her obligations to the exertions of her naval power, such promotions took place—is this gratitude, my Lord, properly manifested, by sending the favoured objects to languish in obscurity? into Mr. Gibbon's "*honourable poverty?*"

When I began to write, I did not intend to touch upon the temper of the country, or rather of her ministers, towards the greater part of the commissioned officers of the navy; but I have naturally fallen into it; and no doubt, my Lord, you, and and all his Majesty's ministers, must be anxious

to hear what is their real and undisguised situation. Those who have been fortunate enough to acquire superiority of rank by timely promotion in the service—those who have fortunately acquired a competency by prize-money—those who, by the favour of power, have had lucrative appointments; may feel very indifferent to the urgent and crying wants of others; they may even join in the plans to defeat a proper representation coming before the representatives of the people in Parliament.*

But, my Lord, facts are the best witnesses. During King William's reign, the lieutenants in the navy had six shillings per day. The reduction that afterwards took place to four shillings full pay, and two shillings half pay, through the influence of some illiberal minds in power, was loudly reprobated; and, it is well authenticated, that his Majesty, after long hesitation, with great reluctance, was prevailed upon to sign the order.

Half a century since it was found indispensably necessary to augment the half pay—lieutenants to 3 shillings per day—commanders to six—post captains generally to eight—flag officers to seventeen and sixpence; not to mention a few of the two last ranks at the top of their respective lists. My Lord, what proportion did these different sums bear, at that time, to the advanced price of the necessaries of life, compared with what the half pay of these classes of officers does at the present day? Superfluities and luxuries are altogether out of the question. Let the comparison be confined, as it properly ought—to bread, the staff of life, and animal food. A lieutenant could then purchase a bushel of wheat, and six pounds of meat, for five days half pay; a commander for that of two and a half; a post captain for less than two days; and a flag officer for less than one. How stands the case, my Lord, in the present day? More than half the lieutenants and commanders have an additional sixpence; but the operation of the income tax lays hold of a part of that, and renders it merely nominal. Nay, if they have a little property besides, this said tax squeezes more out of the half pay of commanders, than the addition mentioned.

Those who roll in plenty may sneer at such a calculation; but I am persuaded the truth will make too much impression upon your Lordship's mind, to suffer you to join in such an unfeeling display of mirth; and a great portion of those classes of men to whom it relates, know too well its importance to them; and that their half pay in the present day bears but one third proportion to the indispensable necessaries of life, to what it did but thirty years ago.

When the half pay was last *augmented* in 1802, hardly any one believed, that the Minister, or First Lord of the Admiralty of the day, followed the dictates of their own judgment and feelings; but were overruled in these by some all-sufficient office idol, who perhaps had fattened on the spoils of his country, and who derided the feelings of the most valuable of her sons, having the soul of a shark, and the feeling of the scales of a crocodile! So little was the business understood when mentioned in the House of Com-

* This was particularly the case in 1796, when the lieutenants were thus defeated.

mons, that even some of the Lords of the Admiralty did not clearly understand its import; and many of the members understood the different *small* sums mentioned to be the augmentation to the former half pay.

Before I quit this part of the subject, I would just only mention to your Lordship a circumstance relating to the widows of naval officers, which perhaps has never been duly considered. Why should they be subjected to an oath relating to any property of which they may be possessed, independant of their pensions, more than the widows of officers in the army, who are not subjected to any such declaration—but merely that *they are widows*. As commissioned officers in the navy pay threepence in the pound out of their full and half pay, from the date of their first commissions, or warrants, to the fund appropriated for this purpose, why should not their widows be entitled to the full benefit arising from it, as long as they continue in that state, without being compelled to subterfuges, if they possess an income equal to the limitation prescribed? If the widow of a warrant officer have 50, 60, or 80 pounds a year, why should she be deprived of 25, 30, or 40 pounds pension? If the widow of a lieutenant, commander, or post captain, should chance to be possessed of an income of 100, 140, or 160 pounds a year, why should she be deprived of a pension of half the amount? Are these sums such great considerations in the present day, when every necessary of life is so greatly advanced in price, and custom has imposed so much upon the rank their husbands held in the service of their country? When they have fallen, cementing her glories with their blood; or have wasted the ardour of their youth, to promote her interests, in toils inseparable from their profession; when they have breathed the tainted air of inhospitable climes, or have perished amidst the fury of conflicting elements, does their country begrudge this mite to their widows and fatherless children, and to which they most probably had long contributed? No, my Lord, Britons disdain the thought; why then should the individual members composing his Majesty's government, place themselves as a barrier against the compassion and generosity of the nation.

Relative to the loss the British navy is supposed to have sustained by the emigration of her seamen in times of peace, and their desertions in time of war, I have to observe, my Lord, that every wise government will take into consideration the feelings of human nature when enacting laws, that the obedience and services of subjects may be ensured by interest and affection, more than by fear. Ought not then the inducements to enter into—and to continue in the British navy—to be more inviting to her sons of the ocean, than to enter into that of any other nation on the globe? and more particularly that of America? Were it to be said, that as the American ships of war are few—they are better able to pay them; this might be a specious pretence, but would be far from sound argument. If the navy of America bear no proportion to that of Great Britain, neither do the causes of necessity; neither do her resources; and besides, naval power is of far greater consequence to Britain than to America.

Our principal object ought to be, to secure, by all means, real and experienced seamen for the service of their country, without having recourse to the present mode of impressment, in its present extent; especially at the

commencement of hostilities, when such enormous sums are paid for bounties.

I cannot at the present moment speak correctly, as to the information government has hitherto possessed relative to seamen leaving these kingdoms on the return of peace, or at any other period; but the security of the state appears to require such information to no small degree of minuteness; and more especially at the present crisis, and in the present circumstances of the world. Could there be any difficulty in ascertaining every man on board of the merchant ships and vessels clearing from the ports of these realms? those who return at the end of the voyage? and the reason of any deficiency in number? These returns to be made from the different Custom houses to the Navy Office, there to be recorded, as a sure testimony of every man in the mercantile service of the state, from the time of his entering as apprentice, or otherwise; and where, if left in any foreign country, and the cause of being left, as well as every death. The master of every merchant vessel to be made responsible by law, in such a manner, as to act as a strong preventive against bad usage in foreign parts, with the intention of inducing the men to leave the vessels to which they belong, in order to lessen the expense of the voyage. All complaints of this nature to be examined into by the government, promptly and gratuitously, in order that it may become prosecutor, if necessary evidence can be found.

Every foreign vessel concealing on board, or attempting to carry British seamen from the shores of the United Kingdoms, without the sanction of government, to be confiscated upon substantial evidence of the fact; a certain portion to be given to the informer, and the remainder to go to the current expenses of the state. Every master of a merchant vessel belonging to the United Kingdoms, attempting to carry off more than his proper crew, to be subjected to a specified fine, to be in like manner applied.

May it not be highly politic to enrol a certain number of seamen for the service of the state? One third of these to serve in the peace establishment of the country three years; and to be relieved as soon as may be convenient at the end of the term; so that every man enrolled, or as many of those as it may be found necessary to employ, should serve on board of the ships and vessels of war three years out of nine. Some modifications might be adopted, if a number desired to continue to serve.

If the peace establishment were to be taken at thirty thousand, twenty-six thousand seamen, and four thousand marines; then, according to this plan, seventy-eight thousand seamen would be enrolled. Taking the expense of one hundred and forty thousand seamen and marines, at eighteen millions sterling, the number voted for the present year, a peace establishment of thirty thousand would amount to less than four millions. But as the expense of victualling, and that of supplying naval stores, would be considerably reduced, it might be estimated at a quarter less; but let it be supposed three millions—Then the remaining fifty-two thousand seamen enrolled ought to be ensured to the state by some inducement, to be paid at the end of every year, upon producing certificates of good

behaviour from under the hands of those with whom they have been serving.

The amount of the retaining fee may be differently rated in different minds; but it ought to have two objects in view, attractive influence and economy: and these two ought to be so balanced, that the one should not destroy the other; but the preponderance might be prudently cast into the scale of attractive influence; if this were lost, the whole would be of no effect. Would the retaining fee be too little at two shillings and sixpence per week? that is, six pounds ten shillings a year. This would cause an additional expense of three hundred and thirty-eight thousand pounds per annum; so that a peace establishment of twenty-six thousand seamen, and four thousand marines, with the stores and victualling of the ships and vessels in which they might be employed, and fifty-two thousand enrolled seamen besides, retained at the rate of six pounds ten shillings each man a year, would amount to three millions three hundred and thirty-eight thousand pounds sterling; that is, above fourteen millions and a half less than the present war expenditure, taking it at eighteen millions sterling. But if the expense for the present year 1814 were taken at sixteen millions, a peace establishment of the number of men mentioned, would amount to less than three millions and a half; and a quarter being deducted from this, for the reason mentioned, it would leave something less than two millions six hundred thousand pounds. So that the expense of the enrolment would not make the sum total exceed three millions.

What would be an additional expense of four hundred thousand pounds, or even half a million a year to the nation, compared with the great advantages she would derive from some plan of the kind being adopted? When hostilities should commence, all bounties to the sixty-four thousand seamen would be saved, and other expenses attending impressment. The country could then look with confidence to such powerful means for manning her fleets; and the seamen would lean with affection and reliance on their country. Their mind would contemplate with satisfaction the certain reward of good behaviour, when returning to their native land; and when her honour, or her safety, called them forth to arms, can it be supposed, that the general body would delay rushing to her assistance, with the characteristic ardour of British Tars?

My Lord, what I have said may be considered as a general outline; but to secure to the navy the services of the most experienced seamen, who may be fit for the offices of sail-makers, rope-makers, caulkers, quarter-masters, boatswains' mates, gunners' mates, carpenters' mates, yeomen of the sheets, captains of the forecastle, waste, after-guard, main and fore-tops, and quarter-gunners, it might be necessary to hold out some additional allurement; as these offices must be filled by able men, qualified for the duties they have to perform. If your Lordship have not already perused what Admiral Patton has said on this subject, in his "*Natural Defence of an Insular Empire*," it certainly may be worth your while.

The labours of men to serve their country are too often treated with scorn and indifference by those in power; and set at nought by the jealousy and envy of those of their own profession. Perhaps, in no profession is this

evil propensity more predominant than in the naval; superiority of rank too often looking down with disdain on inferiors, when attempting to elucidate any subject; and crying out, "*Who is he? What does he know of the subject? Does he presume to inform his superiors?*" A liberal mind like your own, my Lord, would be far from such arrogance of sentiment; because your experience must have taught you the extreme weakness of such objections—and that nature does not reserve all her gifts for the favourites of fortune; and surely, my Lord, the opinion of a British Admiral may claim some attention from his Majesty's government, when it is on a subject so important to the country.

My Lord, the experience of the necessity of some plan being adopted, ought surely to speak a language more plain and intelligible than all the whispers of selfish and insinuating men that may hang about the Court; who, if they can obtain favour, and serve their own ends, will ever say what they think will be most pleasing and palatable to power: and how often have the real interests of kingdoms and states been sacrificed for this very reason; where the truth has been disguised or concealed, because it might be disagreeable to the ear of dominion. Hence nations have been materially injured in different ways; some brought to the brink of destruction; and others absolutely broken. How few have the integrity on such occasions to say, "knowest thou not yet that Egypt is destroyed?"

How often, my Lord, have the most valuable servants of states been neglected and oppressed by selfish and illiberal minded men, whose opinions influenced the decrees of power? Would it be going too far to say, that the British Navy is a striking proof of this truth at the present day? This cannot be allowed, especially if the statements of the public papers be at all correct, which report, that upon an application of the Captains of his Majesty's Navy, for an increase of pay, a certain man exclaimed, "*So do the scavengers want an increase to their pay.*" If such a distinguished body of brave men—respected and honoured by all nations more than they thus appear to be by their own—could be treated with such arrogant disdain, what, my Lord, may any representation of the inferior classes of officers be supposed to meet from such haughty and overbearing demeanour?

No doubt, my Lord, you will be ready to allow, that the Captains in the Navy had—and have strong claims to an increase of pay and half pay; from the change that has taken place in the value of money; from the operation of the property tax, which takes out of the pay of a captain of a ship of the line, about three shillings and sixpence per day; and one shilling and five pence out of that of the commander of a sloop of war. These, my Lord, are formidable and serious deductions from the pay of officers, who, by the custom of the service in which they are employed, must keep a separate table, at which their officers eat; and to which expense no officer commanding a regiment in the land service is exposed. They had also a strong claim to an increase of pay, on account of *one eighth* of their prize-money being taken from them; said by the projectors, "*to be for the good of his Majesty's service.*" How far the service has been benefited by the plan, I will not pretend to decide; but no man can hesitate in deciding—that those who were thus deprived even of a beneficial chance, had an undoubted

right to expect some equivalent in return. Can justice attempt to deny this? May it not then be said, that they were treated with the greatest indignity, by the purse and office-proud creature who ventured to make such an observation as that recorded in the public papers, on their respectful application to his Majesty's government, for that to which they had, and have, so many just claims?

Many have been of opinion—and, my Lord, they must have had good reasons for forming such an opinion—that not a few of the illiberal plans adopted towards that navy, which first arrested the progress of overwhelming France; drove back her destroying power; uttered the mighty thunders of Britain's voice to the desponding nations, and opened the way for their deliverance—I say, it has been believed by many, that not a few of the illiberal plans applied to this arm of our power, that has encircled the nation with the rays of lasting fame, and shed upon her Diadem the blaze of unfading glory, have proceeded from the selfish and temporizing spirit of *some of the puisne sea-lords*—who have, at different times, assisted at the Admiralty Board, combined with the want of proper information by their head, of the real situation of this important branch of the public service. But if it does not proceed from want of due information in some of the First Lords who have presided at the Admiralty, it must have proceeded from an obstinate adherence to a line of conduct that shuts its ears against all warrantable and respectful representations of the change of times since the pay and half pay of the Navy were duly considered by the government. Of this the late Viscount Melville was fully aware, when at the head of the naval administration; he therefore arranged a plan that should communicate its beneficial influences to all branches of the service, and began where it was likely to attract the least notice, namely, with the surgeons. The pay of this class of officers being so much advanced, it must then be apparent that other classes had an equal claim to the same favour, and amongst these—their commanders. But—unfortunately for the service, before this plan could be carried into effect, political circumstances compelled him to quit his situation. This may have been just; but it was, and has been a cause of lasting lamentation to the Royal Navy. Might it not be hoped, my Lord, that his son, the present Viscount Melville, who now presides at the head of the naval administration, is actuated by the same patriotic and liberal sentiments, which influenced his father, to wipe off the stain of disgrace that attaches to the country in the present inadequate pay of her naval officers?

To effect this, your Lordship, and the Noble Lord at the head of the Admiralty Board, must be cautious whom you consult; they must be neither court sycophants, nor rapacious place hunters, nor craving dependants, who would besiege you with an host of plausibilities, and whine about the burthens of the country, while they would pluck that country bare to the rump—to enrich themselves and connections! You have only to be persuaded of the necessity of the case, to consult your own unbiassed friends, and to execute your plan: no one would dare to invade the public ear with a murmur at an act of justice, which the unanimous voice of the nation requires.

My Lord, had those representations, which have been respectfully, and even humbly submitted to his Majesty's government, received that attention they deserved, it is more than probable, that the dangerous mutinies that have agitated the Navy, and justly alarmed the country, at different times, but more particularly since the commencement of the French Revolution, would not have been known; nor would the nation have been a farthing poorer at the present day.

While government shut its ears to the earnest representations of the officers—the storm was gathering; and when it arose, like all outrageous tempests—deaf to the voice of reason and of supplication, it extorted what was unnecessary in the article of provisions—the value of which would have been far more beneficially and satisfactorily applied in an advance of pay. Besides the beneficial influences of such a measure upon the naval service in general, it would have saved great sums to the country since that period; because the increase of provisions would perhaps have more than defrayed a satisfactory advance of wages, whereas it is now lost to the country, without benefiting the individuals to whom it has been given.*

Your Lordship knows enough of human nature to believe, that men, placed in confidential situations, ought not, if it can be by any means avoided, to be hardly pressed by temptation to betray their trust. Therefore, their employers ought ever seriously to consider the nature of their services, and what in justice should be considered a proper compensation for them. My Lord how stands this case with respect to the warrant officers in the Navy, entrusted with all the stores on board of his Majesty's ships of war? What proportion does their present pay bear to the necessaries of life to what it did a century ago? This is the only sure criterion by which the government can judge of the situation of officers and men; all others must be fallacious, let the representations come from whom they may. Your Lordship must be aware, from experience, that the necessaries of life are trebled in price to what they were fifty years ago; therefore, warrant officers, who at that time had fifty or sixty pounds a year, would not be as well paid now with an hundred and twenty. He who then attempts to prove, if any such there be, that stronger temptations to embezzlement do not now exist than formerly, proves his ignorance of human nature, however speciously he may set forth his arguments. You must then be sensible, my Lord, that these offices have considerably declined in real value, as well as in the estimation of those who ought to be competitors to fill them, and, of necessity, in the same proportion must have lost their former respectability.

Are not these officers expected to make some show on board according to their rank? and their wives and children ought not to be confounded in the eyes of the country with the lowest order of the community. But in the present rate of provisions, and which must be expected long to continue,

* It is probable, that if the proposal was made to the Navy, to accept of the old establishment of provisions, and an increase of wages, that it would be thankfully accepted by officers and men. But this advance ought to be liberal, and becoming the nation.

what can the boatswain, gunner, and carpenter, to whom I allude, even of ships of the line, be supposed capable of allowing for the maintenance of their families on shore, after exercising the most rigid economy on board with respect to themselves? And what must be the case with respect to those serving in frigates and sloops of war?

Is there any man, my Lord, who would plead the debt of the nation as a reason why the nation should withhold that justice due from her to her navy, to which she owes, under Divine Providence, her present proud and elevated rank? If such a man can be found, his powers of reasoning must be strangely confused; because that debt is the *cause itself* why the pay of the navy is of less value now than formerly. Other professions have the means in their hands for meeting the exigencies of the times; but here the case is totally different. If half the taxes that are now levied were to be abolished at the return of peace, according to the receipts of 1813, the revenue would still amount to thirty millions sterling a-year! a greater revenue than any country ever possessed by ordinary means; and would it not be greater in proportion, even to the present extended and formidable state of the British navy, than at any former period of peace?

In the last year of King William, a year of war, the revenue amounted to little more than three millions and a half; yet more than one million of this was voted for the sea service, exclusive of the ordnance. Allowing it, in 1814, to amount to eighteen millions, and the permanent and war taxes to sixty millions, still it will not bear a greater proportion to the revenue than at that period. But, with a revenue of thirty millions and peace, and the naval service requiring only four millions, this expenditure for the navy would only bear half the proportion to the revenue as it did in 1701. Any arguments that are drawn from this source, to plead the want of means in the revenue must be erroneous.

Your Lordship may cast in your mind that embezzlement must at last appear in the returning of stores. Ah, my Lord, you move in the higher circles, where many things have never come to your ears; where your eyes have never seen what concerns every minister of this country to know. .....

.....

While speaking of the expenditure of stores, it may not be amiss to notice to what the commanders of all H.M. ships are subjected, in keeping counterparts of the expense of all stores on board of the ships they command, as a check upon the different officers in behalf of the country. These accounts must be passed every year; that is, examined at the different offices, according to the nature of the stores, and approved of, before they can receive that part of their pay denominated compensation; and if any illegal, or even extraordinary expense, appear sanctioned by them, without what may be considered at those offices a proper reason to justify the same, they are accountable for it with their pay; and this responsibility follows them on shore, and attaches to their half pay. Yet they must pay for passing this ordeal, a captain of a first-rate twenty pounds sterling per annum, and for every rate in proportion, down to a

lieutenant commanding a gun-brig or other small vessel, who pays five guineas.* My Lord, if any person employed on shore, in an office under government, who, besides other important duties, had to keep a check on a considerable expenditure of stores, and were severally made responsible for their proper application, would it not be deemed an indispensable act of justice, with this additional duty and responsibility, to add some adequate emolument by way of compensation, instead of *making him pay for passing his accounts?*

The commanders of H.M. ships derive no emolument whatever from the expenditure of stores, unless in small vessels, where they act as pursers, and then their wages often pay for their ignorance of this office, instead of finding it beneficial. This additional drawback on the commanders of all denominations, for passing their accounts, which, with the property tax, drains out of the pay of a captain of a ship of the line, fourscore pounds sterling per annum, might be expected to be borne by the country, by making a just allowance for the same, as well as all other drawbacks. It is a novel fiction in the fleets and armies of nations, to make the officers pay out of the pay for *their personal services*, to help to pay themselves. Yet to this they have willingly submitted, in the day of extreme peril to their country; and have struggled hard with penury as well as with her mortal enemies; shall she then be ungrateful, and presume upon their patriotism?

There cannot be much less paid yearly by the commanders of H.M. ships and vessels of war, for passing their accounts, than eight thousand pounds; since the commencement of war, in 1792, this will amount to one hundred and sixty thousand pounds; but call it only one hundred and thirty thousand; this great sum has been thus wrung from this class of officers and their families, and gone to enrich agents and clerks in office! This may be generous—but it cannot be just. It is not meant but those who receive it may deserve the remunerations mentioned for the business transacted; then this remuneration appears more justly to belong to another quarter—than where it is chargeable at present.

Now that peace is on the point of being established, might it not be proper, my Lord, to dispose of the navy in a different manner from what has been the custom hitherto during periods of repose? I mean as to regulation. Instead of only employing masters to superintend so many ships, formed into divisions, might it not be more beneficial to the naval service in general, if those divisions were to be superintended by post captains and commanders? the former over ships of the line, the latter over fourth rates and cutters? Every superintendant of a division to have an hundred pounds per annum, besides his half-pay, and to be allowed two servants. A lieutenant to be in every ship of the line, with an allowance of two shillings and sixpence a day, besides his half-pay; a midshipman, who has served his time, in sloops of war. All the men employed on board, at

* In gun-brigs the lieutenants are charged with all the stores; but there are other ships commanded by lieutenants, such as prison-ships, store-ships, &c. who pay what is mentioned.

present denominated "*ordinary men*," to be taken from the number enrolled; the whole to be subject to martial law, and immediately under the direction of the Admiralty Board. The seamen thus serving on board of the ships in ordinary, being taken from the number enrolled, would considerably lessen the expense under that head; and the officers employed as mentioned would be a great relief to the service, without in any sensible manner adding to the expenditure of the country; and there would be a number of men and officers at every port, ready upon all emergencies.

In order that the men should be kept expert, they might, in certain numbers, by turns, be sent annually on board, to assist in rigging out the guard ships, when judged necessary to send those to sea for the exercising of their crews; and those in ordinary might be relieved every three years, as well as those in guard-ships, cruizers, and those on foreign stations.

My Lord, the observations I have offered for your consideration have not been written with the most distant view of exciting discontent, but the contrary. Your Lordship must be sensible that the navy in the present day is on a very different footing, with respect to pay, to what it was but fifty years since; why, then, should any representation, which has justice on its side, be ungraciously received by his Majesty's ministers? yet this has generally been the case. I believe I may venture to affirm with safety that I know enough of the *general feeling* of the country on this head, to assert, that there is not even a cobler in his stall who would begrudge his mite towards assisting in a plan honourable to his country, in ameliorating the present state of her naval forces, provided, always provided, my Lord, he was assured *it was applied to that purpose, and to that purpose only.*

No one need expect to make public observations on any matter relating to his country without subjecting himself to animadversion, and, perhaps, to unmerited censure; those on professional subjects more especially, must expect the carpings of little minds, jealous of their knowledge; and who, unhappily for their country, being possessed of power, or the ear of power, may succeed in turning its current against her best interests. But, my Lord, it is a great relief to my mind to know that your Lordship is far above being influenced by any such motives; but yet you are not out of the danger of being deceived by the representations of others, whom you may believe to be actuated by the same spirit as yourself, but who have neither your zeal, your liberality of sentiment, nor your patriotism. But, as I took up my pen for a very different reason than to enter into such observations, I shall conclude, by subscribing myself,

Your Lordship's most obedient humble Servant,

Arion.

MR. EDITOR, *March 19th*, 1814.

TO confirm what I have already advanced respecting Mr. Bass, I beg leave to subjoin M. Peron's (the writer of a French voyage of discovery prosecuted during the years 1800, 1, 2, 3, and 4), account of that enterprising character.* "Amongst the most enterprising characters who have yet appeared in the southern colonies of England, must be placed Mr. Bass, the surgeon of H.M.S. Reliance, the same who, in a slight whale sloop, adventured in an unknown sea, and discovered that famous Strait, to which public gratitude has affixed his name. This extraordinary man also attempted to pass the Blue Mountains; and in the month of June, 1796, he set off, accompanied by a small number of men of courage and skill: never was more hardihood displayed than on this occasion; with his arms and feet protected by iron crotchets, Mr. Bass several times escaladed horrible perpendicular mountains: being often stopped by precipices, he caused himself to be let down by ropes into their abysses; but even his resolution was of no avail, and after fifteen days of fatigue and unparalleled danger, he returned to Sydney, confirming, by his own failure, all that had been asserted of the impossibility of going beyond those extraordinary ramparts."

I now offer a true account of the cause which led to the massacre of some of the crews belonging to the French frigates Boussole and Astrolabe, whilst watering at one of the Navigators islands. Mr. Bass, after quitting the naval service, traded in a small brig called the Venus, from Port Jackson to the South Sea Isles for pork, and the following account was delivered to me by a person who accompanied him in all his excursions:—In one of these voyages, he touched at the Navigators islands for the purpose of obtaining a supply of refreshments, where he learnt that his vessel was the only one which had visited these islands since the lamented Perouse. Whilst the people of the Venus were trafficking with the natives for vegetables, they observed a man, whose appearance differed very much from that of any of the islanders, endeavouring, with great earnestness, to make his way through the crowd that surrounded the vessel in their canoes; which, after effecting, he requested in English to be admitted on board; this was immediately granted, and upon inquiry, he was found to be an Englishman, who had been left at Tongataboo, one of the Friendly Islands, by the master of an American vessel trading to that group, and had reached these islands in a most singular manner. It appeared from his relation, that the American captain was of a violent and overbearing disposition,† with whom he could not agree, and that he had voluntarily requested to be placed on shore, rather than endure the ill will of such a master; this it seems was readily consented to by the American, who perhaps was happy to get rid of a troublesome character. About twelve months afterwards,

* June, 1802.—19th chapter, 289th page; published by R. Phillips, Bridge-street, Blackfriars.

† It is very probable the man himself had acted improperly, but did not choose to confess it.

whilst he was employed in a large canoe with three natives in catching deep water fish some distance from the shore, a severe gale of wind came on so suddenly, in a direction from the land, that all their efforts to regain it proved ineffectual; the breeze increased, and the sea rose as night approached; and being exhausted from the great exertion they had used in their endeavours to reach the shore, no alternative being left them, they gave themselves up entirely to the mercy of the waves, which, after tossing them about for three days, began to abate; the wind lessened, and land being in sight, they renewed their exertions, and providentially reached it before a second storm commenced; they were not a little surprised at finding themselves transported to the island of Moina, the largest of the Navigators isles, and some hundred miles from Tongataboo; since this event occurred, seven years had elapsed, and from not having any persons with whom he could converse in his native tongue, he had nearly forgotten the use of it, frequently introducing a sentence of the island language, without noticing that he was blending one with the other. He had lived happily with one woman during his residence here, and had several children by her, appearing quite resigned * to his mode of life, and speaking of the natives as a friendly race of people. He related to Mr. Bass an account of the massacre of the Count de Langle, and others, belonging to the French frigates under the orders of that distinguished, but unfortunate navigator, M. de la Perouse, and which circumstance was quite fresh in the minds of the natives when he first landed there, about twelve years after the French had quitted it. It appears that the cause which led to that unfortunate affair was not, as stated by the French, the liberty taken with the native females, but was occasioned by an indignity offered to one of their chiefs whilst on board one of the ships. The chief went off to pay his visit, carrying with him a roasted pig wrapped up in plantain leaves, with an intention of presenting it, if something suitable was offered in return; for which purpose, he was very solicitous that the French officer of the deck should receive it from him, but the officer, having the duty of the ship to attend to (as may be supposed), paid no regard to his importunities, until he became very troublesome, when turning to this chief, he endeavoured to explain that he did not want the pig, and pointed to some other person,

* How strange it is that a man should thus willingly consent to exile himself from the civilized world, and resign for ever those ties which must naturally bind him to his native country; and is it not still more surprising, after a lapse of years, when we might reasonably suppose the recollection of past scenes would bring pain and regret with it, that this man should have felt neither; but on the contrary, when an opportunity offered for his return, that he should reject it with indifference; preferring the liberty with that plenty which he then enjoyed, to the chance of forfeiting both by returning to his native home! The charms of domestic quiet, where little exertion be required, is too enchanting when once enjoyed, to be easily yielded by those whose former lives have been subject to the pains of subordination and comparative slavery; though perhaps the strongest motive which influenced his mind to fix on so strange a resolution as that of remaining the rest of his days at Moina was, the connection which he had formed there.

who would be more willing to satisfy his wishes; but the chief did not (more probably would not) understand the warning, but still kept teazing the poor lieutenant, whose patience being worn out, unsheathed his sword, giving the chief a stroke with its flat side across his back; this it seems had no other effect than that of procuring the officer a momentary relief from his pressing solicitations, for, after a short interval, the chief again renewed his intreaties, which (as we may easily imagine) so provoked the lieutenant, that drawing his sword again, he inflicted a wound on the shoulders of the persevering chief, who, when he saw his blood flow, was so alarmed, that he immediately jumped overboard and swam to the shore, with a determination of seeking revenge; on reaching the beach, he gathered his tribe together, and after a short, but impressive exhortation, proceeded to the watering place, where they instantly commenced an assault (in which all their countrymen joined) on those unfortunates who, unconscious of having given offence, were not prepared to resist so impetuous an attack; this unfortunate rencounter, as is known, proved fatal to M. de Langle, and many others. The French appear to have been very much deceived in attributing the cause of this tragical scene to the familiarity which existed between some of their sailors and the island females, for it seems that the natives of the Navigators isles are far from being jealous of their women: this account had been told to the Englishman by many of the natives who were present on board, and saw the whole transaction.

*Oceanus.**

MR. EDITOR, *London, 19th April,* 1814.

HAVING been lately at Middleburg, I was rather curious to learn every particular I could of the memorable siege of Flushing, where I used to go every day. Amongst other matters, I inquired whether or not Congreve's rockets were capable of being extinguished in water. To my great surprise, I was informed of many instances where those instruments of destruction had been extinguished. I was referred to an old woman named Leech, of whom I had been told that she took a burning rocket in her hand, and plunging it into a pail of water, at once extinguished it. "Curse your rockets," said she, "I thought it would have set fire to my house:" another was extinguished by the same means, by a tailor, named Louizon: a third by a bag of coffee, lodged in a warehouse belonging to old Mrs. Weeks. I send you these facts, knowing them to be genuine truths.

A. B.

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* Your correspondent who subscribes himself Oceanus in the last number of the N. C. appears (if I judge right) to change his appellation often—page 212.

MR. EDITOR, *London, April 6*, 1814.

FROM the incorrect accounts which have been given respecting the affair off Fort Lillo, with the boats of of H.M.S. Amphion, I request you will publish the accompanying report, which I have obtained from a source where its authenticity cannot be doubted.

Your obedient Servant,

R.

(COPY.)

SIR, *H.M.S. Amphion, off Tholen, 7th March*, 1814.

I have the honour to acquaint you, that a gallant but unsuccessful attack was made last night upon the enemy's flotilla in the West Scheldt. Two of their brigs having dropped down from Antwerp on Saturday, I conceived it practicable to carry them; and Lieutenant Champion, who is always seeking for opportunities to distinguish himself, was so solicitous, that I could not refrain from giving him the command of the boats destined for that service. Every arrangement being made, they put off from the Schram schooner at 10 o'clock last night, and found themselves about 4 A. M. close upon the enemy, who having anticipated the attack, had moved three other brigs to the support of the two before-mentioned, and moored them together in a very close line, under the immediate protection of Fort Lillo, in every respect perfectly prepared. In consequence of these unperceived movements on the part of the enemy, the plans which had been so judiciously laid by the officers commanding the boats, were entirely upset; but nothing could damp the ardour and intrepid spirit, which inspired the boat's crews, and an attack was instantly resolved on. It is impossible for me to express the sense I entertain of the undaunted courage displayed in the arduous and unequal conflict by this gallant band; Lieutenant Champion, the leader of these brave fellows, was the first man in the boarding nettings of the enemy; but unfortunately at this period he was severely wounded in three places, and has since undergone amputation of his right thigh. I most sincerely hope that his sufferings upon this occasion, the extreme bravery he has displayed, added to a severe wound he has before received in the service, will gain him that promotion to which his services so justly entitle him. To have witnessed the feelings of every individual on board this ship, on hearing of his unhappy fate, would have marked more strongly his merits as an officer than language can describe. The command of the boats upon this unhappy circumstance devolving on Lieutenant Arrow, of the Jason, the attack was continued with the greatest vigour and spirit; but finding, from the height and nature of the boarding nettings, it was impossible to gain entrance into any of the brigs, the enemy keeping up a heavy and incessant fire, our brave fellows falling fast, some of the boats in a sinking state, it was discontinued, but not as long as a hope of success dawned.

The merits of this officer are sufficiently known to need no comment from me, to which the army in Tholen can sufficiently bear testimony.

Lieutenant M'Crea, the third officer in command, conducted himself with all the gallantry his conduct upon former occasions had taught me to expect from him. You are aware, Sir, this is not the first time I have had occasion to recommend him to your notice.

Messrs. Fayerman and Payne, mates, who have long since passed, commanded the other boats, and were conspicuous for their determined bravery, and I beg leave to recommend them in the strongest terms.

Mr. M'Gregor, the boatswain, is spoken of by every one in such terms, that it would be ridiculous my attempting to describe them. This gallant fellow is severely wounded in several places; in short, Sir, every individual employed has shewn himself a hero, and the bravery they displayed deserved a better result.

It would be great injustice my omitting to mention in the strongest manner Mr. Fry, midshipman, and the brave fellows in the Schram's boat, belonging to the Jason; they were all as ambitious as those of this ship, in being the first to put foot upon the decks of the enemy.

Lieutenant Verveer, of the Dutch Navy, requested he might be permitted, from his local knowledge of the place, to be a partaker in this enterprise. This gallant conduct claimed the admiration of every one, and he has done honour to his country. I regret to add, he has lost his right thigh. I hope his Sovereign will bestow some mark of his favour towards him.

It is with great sorrow I enclose a list of the killed and wounded. They were the very flower of this ship's crew; but it is a great consolation to be assured, the honour of the British navy has been most nobly supported. I have no hesitation in saying this enterprise, though not successful, yields to none the annals of the country can boast of; it could not be otherwise in such hands.

The loss of the enemy must have been very considerable, as they fired into each other, at our boats, and the fire of the fort was also directed against the brigs. I understand from a prisoner on board they are armed with long twelve-pounders, and have on board about fifty men each.

I am, Sir, your most obedient servant,

(Signed.) *J. P. Stewart, Captain.*

To Admiral Young, &c.

P. S. I regret to add, that since writing this letter, Lieutenant Champion expired. In him the service has lost one of its brightest ornaments. We had flattered ourselves his valuable life might have been spared. It is ordained otherwise. He bore his sufferings with an heroic fortitude seldom to be witnessed.

Return of the Killed and Wounded in the Boats of H. M. S. Amphion, on the night of the 6th March, 1814.

Killed.—Samuel Todd, quarter-master; William Swan, able seaman; Robert Tunstall, marine.

Wounded.—Lieutenant Champion, severely, since dead; Lieutenant

Verveer, severely; Mr. M'Gregor, boatswain, ditto; Thomas Thomas, gunner's mate, ditto; George West, quarter-master, ditto; David Keliar, ordinary seaman, ditto; John Colley, ditto, ditto; Serjeant Morris, royal marines, ditto; Phenis Wood, private, ditto ditto; William Stephenson, ditto, ditto; James Goodfellow, boatswain's mate, slightly; John Gellison, able seaman, ditto; John Reddick, ditto, ditto; William Godden, ditto, ditto; Philip Wingtoff, ditto, ditto; Robert Cready, ditto, ditto.

Total—3 killed, 16 wounded.

MR. EDITOR, *8th April*, 1814.

HAVING on former occasions adverted in pretty strong terms on the conduct of the American war, so far as the navy was concerned, I cannot suffer the late brilliant successes of our cruizers, in capturing *ten* out of *thirteen* French frigates which were at sea, to pass without notice; it would be equally unjust to the officers who have, by their judicious and gallant conduct, brought them in triumph into British ports, after some of the hardest fought actions in our naval annals; and to the prompt and vigilant measures of the Board of Admiralty, which provided so well for cutting off their return to their own ports: in this instance, our success and good management have been most conspicuous, and cannot fail to raise the character of the officers concerned (and many of them before stood high) to the highest pitch of fame and estimation; and whilst the country beholds with admiration the recent brilliant achievements of the navy (for in some instances the enemy's capture was attended with circumstances which displayed talents, courage, and seamanship of no common kind), I allude to the Eurotas and Hebrus, both newly fitted out, and manned but indifferently; and it will rely on the same good fortune attending their efforts against our American foes on the ocean, who have, it is true, escaped us hitherto most wonderfully; but I will not despair of seeing them ere long finding their way also into our ports, with the British Union proudly waving over them: the contest, however, will be severe; but we have now so many fine 44 and 50-gun frigates, or ships cruising on the American coast, or fitting for that station, that I think they must be at last encountered and taken. From the last accounts we have from America, it would appear both sides were desirous to try their prowess again, as the Shannon and Chesapeake did; and although the Endymion was a much smaller ship than the United States, yet I firmly believe, seconded by the Statira, the American ships would have found them determined never to strike the British flag: the contest was, however, prevented, by the interference of the English admiral; and that gallant, enterprising, and judicious officer, Sir Thomas Hardy, the friend of Nelson, was again left to blockade them; and what vigilance, and the strongest desire of serving his king and country can effect, may certainly be expected from him. The great and powerful reinforcements now ready to sail for the Lakes, will, I trust, regain and preserve our ascendancy in that quarter; and the command of the admiral lately appointed will be commenced under the most favourable circumstances; hitherto the efforts of those excellent officers, Sir George

Prevost, and Sir James Yeo (who I had hoped to find would have been honoured with a vote of thanks), have been of necessity confined to the defensive from want of means; how properly they employed what was committed to them, is well known; and any thing from my pen cannot, I am sensible, add to the characters they have already attained for military and naval enterprise. Hoping their efforts during the present campaign will be attended with glory to the British arms, I am, &c.

Albion.

MR. EDITOR, *London, April,* 1814.

THE period now approaching wherein the navy and military of the country are about to retire from the arduous services in which they have been respectively employed for the last twenty years, I think there is no description of persons who are not disposed to allow, that, in their several capacities during this period, they have performed unparalleled acts of bravery, and unexampled perseverance, in the various services in which they have been employed, which, there can be no doubt (with the aid of Divine Providence), has been the means of bringing the arduous contest in which we have been engaged, to the most favourable issue. It is with this view, I beg to draw the notice of my countrymen (through the medium of your publication), to the necessities of those, to whom we are undoubtedly indebted for our present exalted situation.

But it is more immediately my object to bring into notice the case of the officers of the navy, with whom I am in greater habits of intimacy than with the other chief support of our king and constitution; and it is in favour of the captains of the navy I shall endeavour to draw the notice of the lords commissioners of the Admiralty, being confident that they are fully capable of bearing testimony to the merits and the justice of their expectations, in hoping some addition may be made to their half-pay, now that the scene of war is about to close. It is far from my wishes to presume to advise in what manner it may be deemed fit to reward their merits, as it must be well known to the lords commissioners of the Admiralty, by the applications which have already been made to them on this head, that the necessities of this deserving class of officers, in many instances, are very great, being restricted from engaging in any profession or business, whereby they might be enabled to make some additional provision for their families.

Having understood that this subject has been in contemplation by the lords commissioners of the Admiralty, I doubt, whether any suggestions of mine may at all benefit that meritorious class of officers, but, such as they are, I take the liberty of proposing them.

In the first instance, I should most earnestly recommend, that the present method of classing the officers for half pay, be abolished, as tending, in many cases, to much inconvenience at the Navy Office, and a great hardship to the individual who is subject to a diminution of his income, having,

at one period, arrived at an increase of half-pay, and afterwards put off that list; but I should propose, that captains, having attained fifteen years post rank, be entitled to the largest half-pay, and those between fifteen and ten years to the next rate of half-pay, and those under ten years post rank, all at the same time, with an increase of the present half-pay; the rank of commanders might be regulated by the same ratio.

Far be it from me to arrogate to myself the necessity of noticing this meritorious class of officers, or that my propositions in their favour are at all adequate to their deserts; but it would afford me much satisfaction, if I should be, in the smallest degree, the means of their case being brought into consideration, or that a more able advocate (I am sure, a more willing they cannot have) would espouse their cause, than

Your friend,

Junius.

MR. EDITOR,

IT is I believe the general expectation, that the peace about to be concluded between this country and France, will be formed on such a basis, as to render it improbable that it will soon be interrupted, and the diminution of our naval establishments will of course be proportioned to the state of security in which it may be supposed the treaty in question will leave these realms: in consequence, a multitude of officers must be placed on half pay, and hundreds of *midshipmen* be turned adrift without a profession, immediate means of support, or employment. It has been intimated, that the government intends to advance the half-pay—I hope of both the naval and army officers—but, admitting such to be the case, the half-pay must be expected to be scanty, and by no means adequate to a decent competency.

I would therefore propose, that at each of the principal ports of naval equipment at home and abroad, one or more vessels should be provided for the use of naval officers, fitted up with cabins, where a certain number should be received, subject to such regulations as the lords of the Admiralty might please.

Coarse as this relief may sound in the ears of officers of fortune, it would be hailed as a valuable asylum by many a respectable officer, and destitute midshipman; and the country would act wisely, were the ship's allowance, for a stated period, to be allowed to the latter class of officers, till they could shift for themselves, and find employment.

The country would also be benefited by keeping so many of her officers together, near the great arsenals, and ready on all emergencies for active service.

An Old Officer.

MR. EDITOR, *Plymouth, 29th April,* 1814.

AS a subscriber to your valuable publication, I offer for insertion the following brief account of two very gallant contests, between the Duke of Montrose Packet, and two American privateers: the commander, Captain Blewet, was brought up in the navy, and acquired his nautical abilities under those distinguished officers, Sir Edward Pellew, and Captain Jeremiah Coghlan, with whom he served his time. The orders given to the captains of packets are, to avoid fighting if possible, and continue their voyage with the utmost despatch: hence, a packet never pursues an enemy—contented with repulsing all attacks.

S.

On the 12th January last, on a voyage to the Brazils, off the Cape de Verde islands, about 2 A.M. the Montrose discovered a schooner close to leeward, which immediately fired a broadside: at 3 A.M. she hoisted American colours; she carried seven guns on a side, with a long gun on a swivel, and full of men. The action continued with great spirit till ½ past 8 A.M. when the schooner bore up and made sail to the N.—The packet was greatly cut up in her spars, sails, and rigging; one gun was disabled in the action, and several shot received in the hull: only three of the people of the packet were wounded.—On the next voyage of the Montrose to Halifax, on the 9th of June, the Montrose was again attacked by an American schooner privateer, of 14 guns, and full of people; which, after a sharp contest of about two hours duration, was beaten off, and forced to make sail. The Duke of Montrose carried 12 six-pounders, and had 32 hands on board. The post masters general expressed their approbation of the bravery shewn by the crew of H. M.'s packet, by rewarding them with three months' pay for their conduct in action with the Growler, American privateer.

PLATE CCCCXV.

THE annexed Plate represents his Majesty's late sloop the Atalante. The high land on the stern of the ship is part of Nova Scotia, near Halifax. The island to windward is Samborough, commonly called Sambro'. It has a lighthouse, and is situated south of Halifax. Nova Scotia, of which Halifax is the metropolis, is situated between 43 and 49° of N. latitude, and 60 and 67° of W. longitude. The capital took its name from the Halifax family. It is situated 18 miles from the sea, on the west side of a spacious harbour. It was estimated to contain 20,000 people, before the present war with the United States. From the vast accession of commerce, from the great number of prizes sent in by our fleets, and from it being the principal American naval station, it is no doubt, at the present moment, more rich and populous than ever.

J.E del.t

Bailey sculp.t

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NAVAL BULLETINS

OF

LIEUTENANT O'BRIEN'S RECENT CAPTIVITY AND ESCAPE.

[Concluded from page 327.]

BULLETIN THE SIXTEENTH.

THE next morning (Tuesday, October 18th), we rose early, and endeavoured to adjust ourselves as well as we could, at least as well as our tattered garments would admit of; procured a shift of linen, and prepared to wait on the director. We agreed to continue the American story until we could be well assured of the disposition of the Austrian government. For my own part I would not have hesitated a moment to tell the whole truth, so fervently did I rely upon this gentleman's veracity; but the others were more cautious, for which I commended them. At ten, we visited the director, who again expressed great astonishment at our travelling with so much success so great a distance, and wondered that we had nothing whatever to certify that we were Americans. Mr. Manuel was at the same time writing his declaration. The old gentleman again observed to me, that there were frequently Englishmen passing through Salzburgh, who had escaped from France, and who always found an asylum in Austria. I paid very great attention to this conversation. The chief mate had now finished his declaration; and Mr. Lincoln, passenger, was to begin next.—I really could not bring myself to begin so false a declaration, especially as it appeared that we ran no risk in declaring ourselves; and I therefore again pointed out the consequences that such a step might occasion, with the certainty of being found out, as no doubt the court of Vienna would make every necessary enquiry through their consul at Altona, before they would pay any credit to our statement. The result of which would, of course, be detrimental to us, as we should be found impostors, and perhaps not be believed when we declared what we were in reality. They all agreed that my remarks were just; and I was requested by them, to take the old gentleman aside, and make him acquainted with the whole circumstance. I accordingly did so, and proved to him by a certificate which I kept always sewed up in my clothes, that we were British officers. He said, it had appeared to him at first sight, that we were English prisoners of war, who had escaped from the French. I related the whole of our history. He regretted much, that he could not grant us instantly passports, since it was necessary to acquaint the government at Vienna, and have their sanction; but we should have an answer in fifteen days at most; and he jocosely added, "you have been five years nearly in France, so you cannot have any objection to remain amongst us for a few days." He was excessively kind; and I could not avoid observing, that our finances were greatly reduced—upon which, he very handsomely removed the difficulty, by saying, that the government would allow us a certain sum per day, agreeable to our rank, &c. whilst we were detained by them. We all felt very sensible of his goodness, and returned

him our warmest thanks. He requested we would make ourselves as comfortable as possible, and keep at our tavern, until we heard from him. We took our leave, and returned to the inn. Mr. Hewson wrote the same evening to Mr. Concannon, in Vienna, to assist in forwarding our wishes there. The director sent daily to know, how the American gentlemen did. We sometimes stole out in the dusk of the evening, to reconnoitre and survey the town; and we had fixed on a part to get out at, in case of receiving unfavourable news. Fifteen days elapsed, during which time we waited with the greatest anxiety for the expiration of the time stated to us.

However, on the eleventh morning, before we were out of bed, a police officer rapped at our door, and informed us that the director wished to see one of us. Hewson dressed himself and waited on him. During our friend's absence, the doctor and myself were in a most perplexed state. Hope and fear alternately took possession of us. It was impossible to have an answer from Vienna in so short a time. I dreaded lest the French or Bavarian governments should have demanded us. However, I concealed my fears from my companion, who was again very ill with a fever and ague. Hewson shortly returned, and dissipated all these apprehensions, although he endeavoured to suppress his joy on the occasion. He had composed his countenance, and entered the bed-chamber very grave and pensive, informing us, he was fearful we should again be sent back to France. We were not so ignorant of physiognomy, as not to be able to discern that he had no such apprehension; but had, on the contrary, received some joyful intelligence. He then congratulated us upon being once more free-men, and informed us, that the director had received an order from the Austrian government, to grant us passports to proceed where we pleased; and that we might quit the town that day if we wished. Good God! what intelligence to people who had been nearly five years in slavery!!! We sprang out of bed, fell on our knees, and greeted each other as free people. It is impossible to describe our joy and happiness at that moment. We instantly agreed to wait upon our old and worthy friend, the director, and shew him how grateful we were for his attention and kindness. He received us in the most handsome manner, and appeared as much elated as if he had been in our situation. He wished to know how we meant to travel to Trieste? We answered on foot, as our finances were low; though we dreaded the doctor's incapacity, on account of his late indisposition. His last fit having been so severe, that he was under the necessity of employing medical assistance; and had been bled and blistered several times, but was now somewhat better, though weak.

Our passport for Trieste was all this time making out, and in half an hour we were to return for it. In the mean time we went back to the tavern to make the necessary preparations, and get some breakfast. It was a luxurious meal. The moment we entered, the landlord presented us with an answer to Mr. Hewson's letter from his friend at Vienna: and what joyful news, did we receive in this letter. It informed us of the success that had attended our application at that city, with respect to our passport, and contained an order on his banker at Salzburgh, to supply

us with what money we might deem necessary to defray our expences, and enable us to travel with ease and comfort; a mode of travelling that we had hitherto been strangers to. Providence appeared too bountiful. We waited on the banker, got the sum necessary, and called on the worthy director, to give him the intelligence. He appeared much pleased, congratulated us on our success, and ordered our passport to be made out to go by the diligence. This proved very fortunate for our sick companion, who feared much we should have been separated had we been obliged to walk.

We proceeded to the coach-office, and arranged every thing. The diligence was to set off at four in the afternoon of the ensuing day. We easily amused ourselves until that time, making a few purchases of articles for the journey, and taking a view of the town.

October, 1803. The wished for morning at length arrived; we took a grateful leave of the director, and placed ourselves in the diligence. It held but four; consequently we had but one stranger to travel with, who was one of Carniola, and was going to Laubach. The first night we had a most intricate and difficult road to pass, through immense mountains covered with snow. The inhabitants of these places appeared most eccentric in their dress, and actually looked wild. Nothing particular occurred. The guard, who conducted the diligence, was inclined to be insolent, and assisted the innkeepers to extort from us. However, at the fourth stage we fortunately got clear of him, and were placed in a waggon that took us to Villach,* and thence to Clagenfurt.† This was a most disagreeable vehicle, it almost jolted us to death. We were eight in number. The others were boys returning to the university, after the vacation, who annoyed us with their Latin all the way. We were the subject of their conversation, but we found they supposed we did not understand them.

In the morning, about nine, we arrived at Villach. Our passport was inspected, and our route made out for the next stages. The same evening we arrived at Clagenfurt, our passport was demanded at the gates, and taken instantly to the minister of police. It was not until this moment, that we found we had gone out of our direct road to Trieste some leagues, owing to those who had inspected our passport at Villach not giving us the necessary information. At first, we were informed we must go back again to that town, to have the business rectified; but upon explaining the difficulties and hardships that attended it, and how necessary it was for us to proceed forward with all possible expedition, &c. &c.; they very kindly did away with every difficulty, and we retired to the Golden Sun Tavern, where we had a supper and beds.

Here we were apprized that we had better perform the next day's journey

* Villach is in Carinthia, and near it are medicinal baths: it is seated on the confluence of the Geil with the Drave, surrounded by mountains, sixteen miles from Clagenfurt.

† Clagenfurt is a town in Germany, the capital of Carinthia; it has a strong wall, it was for a short time in possession of the French, in 1797. It stands on the river Glan.

on foot, as the mountains were so excessively high, that if we had a carriage, we should be obliged to walk the greater part of the way. This information made us determine to proceed on foot the next morning, and we accordingly rose at day-break (Sunday, October 30th), and commenced our journey. Such mountains as we passed this day, I never before beheld. We marched twelve leagues before seven in the afternoon; six of them almost ascending perpendicularly, and the rest descending in the opposite direction. We at last arrived at a small post town, at the foot of this prodigious precipice. After undergoing a strict inspection, and getting some refreshments, we took post for Laubach*, and travelled all night. At day break we entered the town, and immediately proceeded to a tavern, where we got beds, and retired for a few hours to rest. Our passport was taken to the director of police to be inspected. At about nine, he sent for us, asked us a few questions, and returned our passport.

I was much pleased with the appearance of this town. It is exceedingly neat and clean; the inhabitants very genteel and well dressed; the fair sex beautiful. Every thing appeared to flourish here. A great deal of trade is carried on between it and Trieste. I almost wished I might with propriety have remained a little longer in it.

October 31st, 1808. At ten we took post and departed for Trieste, where we arrived on the morning of Friday (November 4th), at about eight o'clock; after a most harassing journey.

On the night after quitting Laubach, about eight, having an immense mountain to ascend, and our horses not being very strong, I preferred dismounting. Accordingly did so, and took the shortest cut I could to get up the mountain. About eleven I discovered a great blaze, resembling a bonfire, at a short distance from the road I was on.—Could not conjecture what it was. Observed a number of people round it. The carriage with my companions was, at least, four miles below me; they having to descend in a serpentine direction. I advanced a few paces, and stopped to consider—not a house any where in view. I hesitated, and again advanced a little; and by this time I was discovered; when two men came toward me very fast. I perceived they were military men. On coming up, they asked me, very abruptly, who and what I was? in German. I could not sufficiently explain in that language what they so much desired. I asked them if they spoke French? "No." Do you speak Italian then? "No." I at length asked them if they could speak English? Both answered they could perfectly well. I own I was not a little astonished at this reply. After informing them who I was, they told me that one was an Irishman, the other a German, who had been several years in the British service. That they were placed with a party in that mountain every night, to prevent robberies and murders, which had been very common in that part of the country. The carriage with my companions now joined, and we proceeded onwards.

* Laubach, a strong town in Germany, the capital of Carniola; it has in addition to the above good qualities, manufactures of silk, leather, and excellent cloth, and is seated on a river of the same name.

Every part as we advanced, appeared very busy and full of commerce. The roads were covered with laden waggons going to, and returning from Trieste: which implied that that city was open to commerce, and that consequently we should have an opportunity of procuring a passage to some island in the Mediterranean; whence we should be able to proceed to our native country again.

I need not dwell on the pleasure we felt this morning in beholding the gulf of Trieste, and the ships and vessels lying in the harbour; among which, were a Russian squadron, consisting of four sail of the line, one frigate, and a store-ship. We also discovered a ship at anchor some leagues out, which (to our very great satisfaction) we were informed, was his Britannic Majesty's frigate, L'Unite, Captain Campbell, who they said blockaded that fort. This was the most welcome news imaginable. We were now certain of being able to get away from out of the clutches of tyranny and oppression.

We waited on the director of police who received us with great politeness, and had us conducted to the first tavern in the town: requesting that we would still say we were Americans. A Borea, or N. E. wind (which in the Adriatic, is the most violent, was then setting in. He assured us, it would be impossible to get embarked, until the gale abated, but that he would render us every assistance in due time; we took our leave, greatly rejoiced at this reception, and proceeded to the inn: thence we went and waited on the American consul. He received us civilly, and informed us, there was a gentleman named Donolan (who was formerly the English vice consul) then in town. We waited on this gentleman, and he proved in every sense of the word a real friend; engaged to get us embarked, supplied us with cash, and offered us to remain at his house if we wished; his wife was equally polite and attentive. The inclemency of the weather was the only thing at this moment that prevented our happiness being complete.

We returned to the tavern and passed our moments as comfortably as possible; dined at the Table d'Hotel, with the Russian officers of the squadron, who at first supposed we actually were Americans; but afterwards from a number of insinuations thrown out by them, and the marked attention they paid us, I am confident they discovered what we were.

Notwithstanding the severity of the weather, Mr. Hewson and myself used to walk out to an adjacent height, to contemplate the ocean, and to see *our little frigate*, that lay violently tossed and agitated in that boisterous element. Not another British vessel was to be seen, and the idea of this single ship blockading, as the inhabitants termed it, so superior a force, increased our admiration. It was highly flattering to us to feel at that moment, that we belonged to so superior a country, and to that service which ruled so triumphantly; feared and admired by the whole world.

On Monday night, (November 7th) the weather became moderate. The frigate got under weigh, and I feared she might, perhaps, be quitting

the station. We waited instantly on our friend Donolan, who assured us we should be embarked that night, and he kept his promise. Every matter was arranged; the boat, &c. in readiness; and at about half past eight, we embarked, and were in a very short time clear of the harbour.

Our crew kept rowing towards the point they expected to find the frigate in; but to our mortification were disappointed. They then agreed to get close in, on the coast of Istria, until the moon rose, and to come to a grapnel, which was executed. The moon being up, we weighed, and rowed out in the offing again, in the hope of discovering the frigate; but with no better success. I protest I thought she had gone off the station, and felt very unhappy, but did not disclose my ideas to my companions, lest I should make them also miserable. In this kind of manner we kept rowing in different directions until day-break, when we discovered a man of war's boat pulling right down for us. We concealed ourselves in the bottom of our little boat; and imagined it might, perhaps, be a boat sent after us by one of the Russian ships; and thought that the Russian officers' attention to us, had been to enable them the better, to discover the time of our departure from Trieste. I must here remark, that I have been since frequently sorry I ever harboured so bad an opinion of them, they behaved so very kind. The boat ran alongside of us, and asked in English what we were. I sprang up at hearing the voice, and with inexpressible joy saw, that it was a British ship of war's boat. I answered that we were three British subjects, who had escaped from a French prison. Having been informed it was the Amphion's boat, I assured the officer we should be very happy to quit our present one, and take a passage with him to the frigate. He replied, "The ship is at present at a considerable distance off, I shall not return until eight o'clock." I answered, "That was of little consequence, two of us belonged to the navy, and we would willingly take a cruise along the coast with him, if he had no objection. He said, "Very well." So we paid our people, dismissed them, and had the happiness of being once more under our proper colours, and on our own element.

Upon turning round and looking at the officer who commanded the boat, I immediately recognized Lieutenant Jones, who had belonged to the Amphion in 1802-3, when I had the honour of serving as midshipman on board her. I made myself known to him, and he had the goodness to say, that he felt very happy, in being the fortunate person that had picked us up. I was astonished at finding the Amphion, instead of the Unité, which we had been informed was the frigate lying at anchor during the gale off Trieste; but Lieutenant Jones cleared the point up, by informing us, that they only arrived that night. The Unité had stood lower down the gulf.

November 8th, 1808. This day I shall never forget. We felt in perfect security, and were amusing ourselves, relating some particulars respecting our escape, &c. until nearly eight o'clock, when we discovered two sail under Capo d'Istria. We supposed them to be enemy's merchant vessels stealing along shore; Lieutenant Jones made instantly towards them. We soon perceived one was full of men

pulling in shore from the other; it had the appearance of a row-boat, the other was larger, and was rigged like a tribacolo, or schooner, under Venetian colours. We imagined that the major part of the crew had abandoned the latter, and were endeavouring to get on shore. Fired several muskets to bring them to, which the tribacolo returned with a four or six pounder at intervals. Our gallant officer in the yawl (which is but a small boat) did not hesitate a moment, but rowed directly towards her. We could not discover many men upon her decks; but those that were there, kept up a smart fire upon us, until we got close alongside, when upwards of twenty shewed themselves, and fired a volley of muskets and musketoons into us, which killed our bow-man, and another; and wounded three; one of whom died the next day. Lieut. Jones and myself were also wounded. The conflict was severe. The other vessel seeing how much we were inferior in strength, and observing the loss we had sustained, made towards the tribacolo, with twenty-two men. We had no alternative, but were under the necessity of sheering off; and it was only to their cowardly and dastardly conduct, that we remained indebted for not being again made prisoners. The frigate was not in sight, and the confused state of our little crew, two killed, and five wounded, including our brave and gallant officer, would have rendered us no difficult conquest to so superior a force had they but persevered.

This officer never made the slightest complaint, nor did he let any one know he was wounded, until we were well clear of them, although it proved to be a most painful and dangerous wound which he had received: he had also several musket balls through the crown of his hat. My wound was from a musketoon shot through the right arm, which entirely disabled it then; nor do I ever expect it will recover its former strength.

At about half-past noon, we got along side my good old ship.* We were hoisted in, in a chair, with the utmost attention; the captain and officers attending with the greatest assiduity. The other two lieutenants, Bennet and Phillott,† had been on board her also, in my time; consequently I felt quite at home amongst my friends. Captain Hoste, although a stranger to us, behaved like a parent, his very great attention will never be erased from my mind. Mr. Jeffrey,‡ then captain's clerk, very handsomely gave me up his cabin; his attention, and Mr. Dalling's, midshipman, I shall ever bear in memory. Mr. Moffat, surgeon, and his assistant Mr. Angus, attended with the utmost tenderness and care. In short, they vied with one another in paying us attention, and afforded us every succour

* It is a singular circumstance, that I had quitted this very ship, when in Portsmouth harbour, in 1803, to join H.M.S. Hussar, in which I was wrecked in 1804. And afterwards, when I had remained so long in captivity, I was picked up, off Trieste, by my old shipmates, and conveyed on board the very same Amphion.

† Both these officers have since been made commanders.

‡ Since killed, when fighting on the quarter-deck, in Captain Hoste's gallant action, off Lissa.

that could be expected by people in our miserable situation, from their generous countrymen.

H. M. frigate L'Unité was in company, and I believe Captain Campbell visited on board the following day; shortly afterwards she parted company, and went down the gulf to Fiume.

Sixteen days had elapsed, most of which time I was confined to my bed (though my arm was getting better rapidly, as was Mr. Jones's wound also), when his H. M. brig Spider, Lieutenant Oliver, commander, arrived from Malta, with despatches for the Unité, and to return immediately. I felt exceedingly anxious to proceed and join the commander-in-chief off Toulon, or to go to England; consulted the surgeon, therefore, with respect to the propriety of being removed, and he assured me there was no danger. We solicited Captain Hoste's permission to take a passage in the Spider, which he immediately granted; observing at the same time, that if we wished, we could remain with him until he went down to Malta with a convoy; which he shortly expected. We explained our fear of losing our promotion, having already lost six years in consequence of our captivity; he approved of our ideas, and gave us a letter of introduction and recommendation to Sir Alexander Ball, who was port admiral and governor at Malta. So we took a cordial leave of all our worthy friends in the Amphion, and in a few minutes were conveyed to the Spider. We were handsomely received by Lieutenant Oliver, and in a short time got under weigh, standing down the gulf towards Fiume, to deliver the despatches on board Captain Campbell. We joined him in two days, and on the third parted company, and made sail for Malta.

December, 1808. Off Corfu I had the satisfaction of seeing the French flag struck, for the first time after a number of years. The Spider took a bombard *, laden with wool and gregos †. On the eighth of December we arrived at Malta, in consequence of this capture, and were put into quarantine. I was informed that Captain Vincent ‡, an old ship-mate and friend, commanded H. M. S. Trident, bearing Admiral Ball's flag; had a line written to him, in my name, by Mr. Hewson, my arm being too feeble. That worthy officer no sooner received it, than he came alongside to know what he could do to serve us, and how he could be instrumental in promoting my interest: nothing, however, could be done while we were in quarantine.

In the mean time H. M. S. Woolwich, was about to sail for England with a convoy. Admiral Ball had ordered Doctor Barklimore a passage in her; but she unfortunately got out before we could procure him a conveyance. However, he was put on board a transport belonging to the convoy, and arrived safe in England. His Majesty's ship Proserpine was the next day to proceed off Toulon, to Lord Collingwood; and had we not been in quarantine, it was the intention of Sir Alexander Ball to have sent us on board. The Proserpine was afterwards taken by the French;

* Bombard, a kind of cutter rig. † Great coats.

‡ For a biographical Memoir of the public services of Captain Vincent, see Vol. XVIII. page 265.

therefore, we felicitated ourselves on our fifth escape from a French prison. We were ten days before we got pratique, and on the same day the Amphion arrived. Lieutenant Oliver took Mr. Hewson and myself to Sir Alexander Ball's, and introduced us to him. He received us very graciously, and mentioned how strongly we had been recommended by Captain Hoste. He advised us, as did Captain Vincent, to wait on Lord Collingwood, the commander-in-chief, as soon as possible; he would recommend us, and enclose Captain Hoste's letter. H. M. S. Leonidas was on the point of sailing to the fleet: the admiral ordered us a passage, and every thing was arranged for joining the fleet with all possible expedition.

During this time we remained on board, to see our good friends of the Amphion. Imagine our astonishment—the first person we saw, on our arrival on her decks, was our companion and brother sufferer Battely; whom we had been under the necessity of quitting in Baden. They had picked him up off Trieste, a few days after we had sailed in the Spider.

The people with whom we had left him in the small village, he informed us, had behaved with great attention, as did the old shoemaker. As soon as he had got well, he quitted them, and directed his course towards Austria; but on the second or third day, he was arrested near Elsingen, in Wirtemberg, thrown into prison, where he remained five weeks. They had written to inform the French government that they had him in custody: however, before an escort (which they expected) arrived from France, to conduct him back, he fortunately effected his escape, by breaking out of his jail. I need not observe what sincere pleasure we felt at this meeting. We were the first successful party, that had attempted to escape from Bitche. All our friends were excessively happy to see us, and Captain Hoste did every thing to forward our wishes. We took an affectionate leave of them, and embarked on board the Leonidas; the wind, though not fair, was not a barrier to our sailing, and in four days we arrived at the island of Minorca. After receiving a great deal of kindness and attention, from the gun-room officers and midshipmen, we were discharged on board H. M. S. Royal Sovereign, Vice admiral Thornborough; and from her, instantly into H. M. sloop, Kingsfisher, for a passage to Gibraltar; where they supposed his H. M. S. Ocean, Lord Collingwood was, having parted from the fleet in a severe easterly gale.

The humane and liberal conduct of the officers of the Kingsfisher, could only be equalled by those of our friends in the Amphion, and Lieut. Oliver, of the Spider. We proceeded in the former as low as Malaga, where we fell in with H.M. brig Weazle, Capt. Prescott, who informed us, that, owing to a sudden shift of wind, his lordship had altered his course, and bore up for Malta, to repair damages which he had sustained in the gale. We, therefore, returned to Admiral Thornborough at Minorca; received fresh despatches, and proceeded to Malta, after a stay of 24 hours. In five days we arrived at Malta, joined Lord Collingwood in the Ocean, and had the satisfaction of seeing five more of our Bitche fellow sufferers, who had

escaped, in consequence of letters received from us when at Trieste; pointing out to them the course we had taken. Among these were my brothers in adversity, Tuthill and Brine; Ashworth had also escaped, but was not then arrived.

His Lordship received us very kindly, and asked us several questions; Sir Alexander Ball and Captain Vincent, also paid every attention to us when they came on board. We did duty as midshipmen, and left Malta for Palermo. Thence we went off Toulon with the fleet, which we joined off Minorca, where we remained until the 28th of March, 1809. I was, I confess, very much depressed in spirits: however, on the 29th, his lordship appointed me lieutenant on board H. M. S. Warrior, in a court martial vacancy. I joined her instantly, and on the 31st, we parted company from the fleet for Malta, where I conclude my Narrative.

HYDROGRAPHY, PILOTAGE, &c.

MR. HYDROGRAPHER, *London, May* 2, 1814.

IN a former part of your present volume,* there is an interesting letter under the signature of "ATLAS," wherein he proves, that ice islands are frequently seen in the Northern Atlantic Ocean, by ships crossing over from America or the West Indies towards this country; and he is of opinion, that many of the dangers placed on the charts, have originated from navigators mistaking those ice islands for rocks or land, and that many missing ships have probably perished by striking against them. I must candidly say, that I have long been of the same opinion as your correspondent ATLAS on this subject; and also agree with him, that it would be highly to the honour of this great maritime and commercial nation, were government to appoint some vessels, under the direction of deserving and well qualified officers, to examine thoroughly those parts where dangers are said to exist, and which are often the dread of cautious navigators.†

It would be of great benefit, were the coast of Brazil to be surveyed from Demerary to Cape St. Roque, as there are no good charts existing of this part of the American coast; and even Cape St. Roque, which is the projecting angle of that continent, seems not yet to be ascertained within less than 12 or 15 miles of its true situation in latitude,—although fronted by a very dangerous reef (the Roccas) at the distance of several leagues.

But of all the places on the globe we inhabit, the north and west coasts of Australasia or New Holland appear most worthy of the attention of the British government, which would be an ample field to call into energy the talents and industry of some deserving officers; for the extent of those coasts from the Gulf of Carpentaria round to Cape Leuwen, comprehends a space of upwards of 2000 geographical miles, less known to Europeans at present

* Page 220.

† OCEANIC DANGERS:—Nabal Chronicle: i, 357; xii, 452; xxv, 222; xxvii, 26; xxviii, 71; xxix, 220, 303.

than it was to the Dutch, when they discovered it about two centuries ago. As the gulf of Carpentaria, and the east and south coasts of this immense island, have been so successfully explored by the indefatigable Captain FLINDERS, and the immortal COOK, it would certainly redound to the honour of the British government, to complete a survey of the whole, by an accurate examination of the north and west coasts, and also of Torres strait. Many parts of the west coast of New Holland are said to be sterile, and destitute of fresh water, but we may reasonably believe, that in other parts, the soil is good and proper for cultivation, and probably safe harbours may be found in some places. If a survey of this coast should be undertaken, it would be essential to have a geologist to go inland at various parts to examine the soil, which is there probably more fertile than near the sea. At the present auspicious period, a complete investigation of the whole of the coasts of New Holland seems highly desirable, in case it should be found necessary to provide for the superabundant population of this country by colonization.

As almost every branch of manufacture is now conducted chiefly by mechanism, there will, no doubt, be some difficulty in finding employment for the multitude of men who have hitherto served their country in the army and navy, and in other departments, without having recourse to colonization. A period of nearly twenty years war, has apparently made it become an habitual state to this country, and almost verifies the maxim of the philosopher of Malmesbury, *viz.* "That war is the natural state of mankind." To remedy the difficulties inseparably connected with a protracted warfare, it is to be hoped that every necessary encouragement will be granted for the cultivation of waste land in this country, and more particularly in Ireland, as the best means to prevent our countrymen from emigrating to foreign nations:—but if the population cannot be all employed at home, the immense plains of New Holland, lying destitute of cultivation probably ever since this world was called into existence, seem to invite the industry* and energies of this great maritime nation, to bring them into a state of agriculture, the most natural, the most useful, and the most virtuous employment of man, during his abode on this sublunary sphere.

J. H.

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* The Chinese, who are perhaps seldom equalled for industry, and for their high estimation of agriculture, give the following definition of the revolutions of this life:—

"Indigence and obscurity, are the parents of vigilance and economy; vigilance and economy, of riches and honour; riches and honour, of pride and luxury; pride and luxury, of impurity and idleness; and impurity and idleness, again beget indigence and obscurity."

EUROPE.

FRANCE.

The following directions to the masters of vessels trading to Bordeaux, have been circulated.—The Hydrographer of the B. C. has already put our readers in possession of some particular information on the subject:*—

H. M. S. Porcupine, Garonne, road of Castillon,

SIR, *April* 3, 1814.

Although I am not aware how far, under present circumstances, the commercial interests of Britain may be benefited by the opening of the Garonne, yet the interest I feel in its prosperity induces me to state to you, that his Majesty's ships under my orders now command the whole navigation of the river, from Point Grave to Pouillac, and will, I trust, soon to Bordeaux. The French charts of the river are so good, that I brought his Majesty's squadron in, in safety, without pilots, through the Matelier channel; but the best at present, for merchant ships, is the Grave channel; and I do not believe the little shoal, called Ruffiac, at all exists; at the changes of the tides, which are very rapid, there are often appearances of breakers, where there is no danger. The passage by Point Grave has the advantage of simplicity, as well as with respect to having enemies batteries to pass. By the Escameau channel, a ship can come in also without risk of a shot; by the Matelier, it can hardly be avoided from Point Coubre. The directions for the Garonne in the *Petit Neptune Français*, printed in London in 1793, are good, and may be depended upon. In the charts no danger is omitted, and some are introduced which do not exist. If these observations prove of any benefit to British commerce, it will give great satisfaction to, Sir, yours, &c.

C. V. Penrose,

The Chairman of the Committee of Lloyd's. Rear-admiral.

ASIA.

SUMATRA.

Remarks respecting the west coast, inner passage, winds, currents, &c. MSS.

[Continued from page 338.]

July 22.—P.M. anchored in 15 fathoms, soft blue mud, Sittoe point N.W. b. W. ¼ W. Sinkel point N.E. b. N. a small island off Sinkel river N.E. off shore 8 miles. The next point, called Oojong Raja, is also very low land; it bears from Sinkel point S. 63° E. 11½ miles, forming a circular bay not very deeply indented; round this point is said to be good anchorage; we had not an opportunity of ascertaining; the water deepens to 30 fathoms; and Poolo Lucutto † is to be seen from the mast-head. Steering S.E. b. E. you will soon be in sight of Bird, or Northern Sandy,

* See page 329.

† This island is called Lacotta by Horsburgh, and is placed by that hydrographer in latitude about 1° 42′ N.

isle; pass it 1, 2, or 3 miles in-shore, leaving it to starboard, you will have 30 fathoms water, soft blue mud: it bears from Lucutto S. ¾ E. 6 miles. It lies 14 or 15 miles from Sumatra. I sent a boat to examine it. It is a square low sandy isle, with birds on it, and a reef around it; but at two cables' lengths from it steep-to 30 fathoms, mud. Mansillea* island bearing from it S.E. b. E. ½ E. Hauled up to E. after passing it, and soon after N.E. b. E. the current setting strongly to southward; when it bore W.S.W. and Lucutto S.W. anchored in 30 fathoms, soft blue mud. There is no doubt a good passage leaving it to port as well as to starboard. Lucutto has a fine sandy beach on its east side; I have heard, and believe, there is good anchorage on its south-east side, also wood and good water. In-shore you see point Barros,† a small low island off the village of the same name, bearing from Lucutto N. 64° E. 18 miles, and from North Sandy isle N. 80° E. 17 or 18 miles. It is mentioned you will find good anchorage S. of it in 10 fathoms; when you get that island bearing N. 24° E. 14 miles, Lucutto N. 65° W. 12 miles, and the centre of Mansillea E. b. S. ½ S. you will be aground on the South Sandy, or Bird, isle. You may pass it with safety ¾ mile on either side, in 18 and 20 fathoms: it is smaller than its northern brother; about 120 yards long, and 40 broad, 12 feet above the surface of the sea. It consists more of coral than of sand; and lies N. and S. forming a bay on its western side; many birds and eggs on it. You carry 30 to 24 fathoms, soft blue mud, mid-channel from North Sandy isle to Mansillea; which latter is a woody island, with good water in an excellent harbour on its south side; spars may be had in plenty on it, and it is frequently visited by the French. Due E. of Mansillea (North point) is the harbour of Tappanooly.‡ Receiving information of two French frigates being off Padang, I only staid three hours; and regret much I had not opportunity of making particular remarks there. I am informed there is no danger in the bay or harbour of Mansillea but what is visible. Tappanooly affords all kinds of refreshments, good spars, and water; if you are bound to Poolo Nayas (or Neas) from Tappanooly, be sure to pass to the northward of Poolo-Bintanna,§ a small island lying off the S.W. part of

* This is Horsburgh's Mensular, or Massular, in latitude 1° 32′ N. (*directions for sailing, &c.* part ii, p. 54.)

† Horsburgh calls this Baroos, and assigns its latitude about 1° 56′ N. He also gives the name of Carangua to the small low island off the village, mentioned in the text. It is stated in his *Directions* to be a place of some trade, the principal exports camphor and benzoin; good fresh water may be procured; but it is dangerous for a ship's boat to enter the river, except one of the natives be used as a guide.

‡ Tappanooly is mentioned in the following places of the Naval Chronicle:—xxiii, 502; xxv. 386; it is particularly described in Horsburgh's *Directions*, ii, 53; which work places Ponchang-Cachel, an English settlement, where ships generally moor a little within-side of the entrance, in latitude 1° 40′ N. longitude about 98° 40′ E.

§ Bintanna appears to be the Doa of Horsburgh. See page 337 of the present volume.

Mansillea, even if you lose many days by so doing; for the passage southward of that isle is very dangerous. Leaving Mansillea for the southward, you may pass on either side of the Sugar-loaf;* but I would recommend passing it to starboard; S.S.E. of Mansillea (east point) is Poolo Ely, which you may pass at less than a mile, or go within side, in a passage of 6 fathoms: good anchorage under its S.E. side, wood, and water; but I would not recommend going in without a pilot. We sent boats on shore, and in half an hour cut a week's wood. S. of Poolo-Ely, about 13 miles, are the two Zelody isles: give them a good berth, passing outside a dangerous shoal lying from them S. b. W. therefore do not bring the islands to bear to westward of N. until you are two miles southward of them; having an offing of 6 miles, you may steer S. 13 miles, which will carry you, in 24 fathoms water, clear of the dangerous shoals about the mouth of Nattal bay:† you will then see Poolo Battoa (so called by the natives, but by us, Minto), and Pingen (so called by the natives, by us, Battoa);‡ now haul up S.S.E. then S.E. steering 4 or 5 miles off shore, leaving the islands on the starboard hand 14 or 15 miles. S. b. W. of Nattal 11 miles, is Tamong point and isle, in rounding which, and three islets called Pingay, Panca, and Taloor (or Egg isle), you must be guarded against shoals in-shore of you; they do not extend three miles off the island: S.E. of Taloor there are 5 rocks; but in keeping 4 or 5 miles from that island you have a good passage. Poolo Panjang S. 58° E. 9½ miles, from Poolo Tamong, and Poolo Panca S. 54° E. 12 miles, from the point, Poolo Taloor bears E. b. S. 8 miles from Poolo Panca:§ all these islands lye off or about the mouth of Ayer Bongy bay, which to all appearance is a fine harbour, in latitude 7′ N. longitude 100° 10′ E. of Greenwich; and is remarkable for nature's most majestic beauties, particularly Mount

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* Nassi-see-toonkas, of the Malays, is vulgarly called the "Sugar-loaf" by English mariners: it is a small conical island bearing S.S.W. 9 miles from Pouchang-cachel, in Tappanooly harbour; and is the leading mark for ships bound thence southward; it being conspicuous, and the southernmost of the islets in the south part of the great bay of Tappanooly, situated nearly mid-way between Batoo-Mama, the southern extremity of that bay, and the east end of Mensular; which description, aided by reference to the preceding hydrographical notes, it is presumed is sufficient for enabling the reader to ascertain its geographical site with requisite precision.

† These shoals, as well as those about Poolo Ely, are particularly described, named, and enumerated, by Horsburgh, in the *Directions*, ii, 55. Nattal is in latitude 29′ N. longitude 98° 40′ E.

‡ The errors of this embarrassing nomenclature are clearly pointed out, and corrected, in Horsburgh's *Directions*, ii, 80; to which the navigator can most usefully refer. Poolo Minto, or Mintao, otherwise Nantian, is the next large island S.Eastward of Poolo Nayas or Neas, and extends from latitude 2′ S. to 4′ S. in a S.S.Easterly direction about 14 leagues.

§ This island is called by Horsburgh, Pancal: Panjang is placed by the same authority in 13′ N. and the shoals near Taloor, or Tellor, are said by another navigator to bear S.E. b. S. therefrom in a line; the southernmost distant from it about 4 miles. There are others about 6 miles S.Eastward of that island.

Ophir, one of the highest mountains in the world: on a clear day, it is said you can see it from an offing of 140 miles; which I think very probable. Its vast height suffers an apparent diminution from the considerable mountains that surround it; yet still it is so conspicuous as to excite corresponding admiration in the mind of the beholder.* There is a volcanic mountain in a burning state to the southward of Ophir, about 9 or 10 leagues inland, appearing about two-thirds of its height, the top making flat as if its peak had been burnt down.

[To be continued.]

JAVA.

Account of a coral rock, upon which the E. I. Company's ship Fairlie struck during her passage to Batavia:—

"The rock on which we struck, the 21st April, 1813, at 1 A.M. is a sunken rock, and not laid down in any of our charts: it is situated on the south side of Gaspar Straits; we made it to be in latitude 3° 27′ S. and longitude 107° 1′ E. by chronometer. We had two boats out sounding,

* Ophir is in latitude 4′ N. according to Horsburgh; and is situated about 8 leagues in-land, to the eastward of Oojong-Secarboa. It is thought to be about the height of Teydeh (or the peak of Teneriffe), which is 12138 feet high, and has been seen 100 miles off; in fact this latter has been delineated at 20 leagues distance, and a view of it so taken, by a naval officer, when bearing S. W. forms one of the embellishments of the improved edition of *Robinson Crusoe*, now publishing at this office, edited by the Hydrographer; and thence entituled, for distinction's sake, the "Naval Chronicle edition" of that popular and instructive story. The next highest land usually seen by navigators is the summit of St. Antonio, the westernmost of the Cape Verde isles, which, according to recent admeasurement, is 7400 feet above the surface of the sea, and may be seen from a ship's deck 30 leagues. Towards the solution of this problem, the following memoranda may be found not devoid of interest and instruction to the young officer whose duty may require the utmost promptitude in estimating the distance of objects when discovered or reported from the mast-head. These *data* will moreover serve to illustrate to our readers on shore, not familiarly acquainted with nautical affairs, the meaning and utility of going "aloft" to look-out, with reference to the mathematical possibility of vision:—The extent of a person's view, six feet in height, on a plane horison, is 15883 feet, = 3 miles 43 feet; hence, there results, that two persons of the same height can see one another at the distance of 6 miles 86 feet. By a like calculation, if the height of the eye be 12 feet, the extent of view will be 4 miles 447 yards; and such a spectator would see an object of the same height at the distance of 8½ miles. If the height of the eye be 24 feet (which is about the elevation of a ship's deck from the water), the extent of the view will be 6 miles 29 yards; and the hull of a ship of the same size would be discernible at 12 miles 58 yards. If the height be 48 feet (as on a ship's mast), the visible extent would be 8 miles 895 yards; and a spectator, in this position would see a sail of similar height, at the distance of 17 miles 30 yards. In this calculation of the sensible horizon, the earth is assumed to be a perfect globe, whose semidiameter is = 21024960 + 6 feet, or other given height of the observer's eye from the surface.—(Hydrographer, R. C.)

and found 9, 10, to 15 fathoms close to it, and immediately over it 4 and 5 feet; it is not above a cable's length in circumference; the ship was not more than five minutes on it, the sea at the time was very smooth, with fine weather, and a light breeze at W.S.W. and we sustained no injury, we were steering south at the time, going 2½ knots.* A little to the northward of it, we could plainly see lying on the ground an anchor and cable." —(*Java Government Gazette*: 8 *May*, 1813.)

CELEBES.

MR. HYDROGRAPHER, 10*th May*, 1814.

As your many remarks, offered under the head of Hydrography, for the guidance of seamen are much read. I beg to inform you that I sailed on board H.M.S. *Virginie*, Captain George Astle, in the year 1800, at that time stationed in the East Indies; the *Virginie* was ordered to the Molucca isles, but found the S.E. monsoon had set in by the time she got as far as the strait of Macassar; Captain Astle then proceeded up the east side of that strait, a passage, I believe, never used by English ships; we found it very safe and clear, much preferable to the usual passage up the western side of the said strait, which abounds in shoals: being much in want of water, Captain Astle anchored in a bay on the west side of the island of Celebes, called by the Malays Lebaney bay, and the only bay on that coast that we could get soundings in. This bay is in latitude 2° 40′ S. in sailing into it you will see a Malay town close to the beach; bring the centre of the town to bear E.N.E. by compass, and steer right for it; the first soundings will be 70 or 80 fathoms; after which you will shoal your water suddenly to 40 and 30 fathoms. When you have brought the north point of the bay to bear N. ½ E. and the south point S. b. W. you will then be in 28 or 30 fathoms, sand and shelly bottom, about ¾ mile from the town, at the head of the bay; as you go farther in, the water shoals gradually to 20, 15, and 10 fathoms, with the same bottom as before-mentioned; the watering place is about a quarter of a mile to the southward of the town; it is excellent water, and is close to the beach; the *Virginie* watered in 24 hours; and the Malay chief informed us if Captain Astle would remain in the bay three days, he would procure us as many buffalos and other stock as we might want for the use of the ship's company.

G. T.

*** The place described by this correspondent must be looked for, and ought to be inserted, on the charts between Cape William (in 2° 34′ S. 118° 58′ E.) and Point Kyl; which last, according to HORSBURGH, is 4 or 5 leagues nearly south from that cape. The Celebes is hitherto almost unknown, and the description of it, even in the *Sailing Directions*, (ii. 335) is confined to the geographical sites of the principal promontories, while the interjacent coast is hardly noticed in any detail. The author of that work observes that Cape Mandhar (in 3° 35′ S. 119° 9′ E.) and most of the headlands on the west coast of Celebes, are placed in the charts greatly to northward of their true situations.

S.

* HORSBURGH; ii, 119.

AMERICA.

TRINIDAD.

(*Extract of a Letter dated Tortola, 1st July*, 1809.)

"As I have never met in any of the charts of Trinidad, the smallest notice of a sunken rock, which is in the Grand Boca (or Boca-del-Draco), I conceive it may be for the benefit of the british navy that its bearings and distance be accurately known. I had an opportunity of getting at its precise situation on the morning of the 26th June, the ship Samuel, Captain Lughrec, of London, drawing 17 feet water (which I was on board) having stricken, and having remained on it for several hours. It is about 40 yards in circumference, with nine feet on it at low water in the shoalest part. While we lay aground two of the convoy passed on each side of us without touching, although not 25 fathoms from us, the water being deep all around.

"The bearings of this rock are—Chacachacareo (S.W. point) E.N.E. ¾ of a mile; Goose Isle S.W. b. W. ½ W.; S.E. point of Cumana bordering on the Grand Boca, W. b. S. The current was setting very strong from the south, with light variable winds."

JAMAICA.

There is a shoal of coral rock lying to the south-eastward of Yallah's Point, about nine miles distance from it. H.M.S. Barbados, in 1812, passed over it, tailing on some of the rocks in her course across. The extent, bearings, and exact distance, I am not in possession of, but this much was related to me by the officer who had charge of the watch at the time the ship went over it, and saw the bottom distinctly. I believe the Barbados drew 18 feet.

A coasting brig (I believe in 1812) bound to Port Royal, and not being able to get in before dark, came to an anchor in Cow Bay. It appears that the people who had the watch on deck all went to sleep, and the land-wind coming off (about N.N.W.) fresh, the vessel brought home her anchor, slipped off the bank, and was drifted to sea without a soul on board knowing it. At day-light they were surprised, as may easily be imagined, at finding their vessel still at anchor, but at a distance of five leagues from the land, in 16 fathoms water, rocky bottom; thus, by a fortuitous event, this shoal was discovered. This account I had from undoubted authority; but I am sorry to say that I could not learn the exact position or extent of this shoal, or whether there was less water than 16 fathoms on it. As the land-wind generally comes off from the N.N.W. we may suppose the vessel to have drifted in nearly an opposite direction: the computed distance five leagues. I did not learn the vessel's name, nor that of the master who commanded her.

6th April, 1814.

J. E

*** The reader of and friend to the R. C. who has contributed the three foregoing articles, addresses the following observations to the Hydrographer:—

"The first of these we find is a dangerous shoal, having only 18 feet water in some parts, and is likely to have less in other parts of it; is it not, therefore, an extraordinary circumstance that no notice has ever been taken of it? I am of opinion that it never was officially made known, the captain having been at sick-quarters on shore at the time."—The Hydrographer, consequently, begs leave to refer him and other readers to vol. xxii. (for 1809) page 456, for a notice of the rock in question; unto which, however, it is worth while to recall the attention of navigators.

L.

NAVAL LITERATURE.

Oriental Commerce, &c. By WILLIAM MILBURN, *Esq.*

[Continued from page 239.]

IN resuming our notice of Mr. Milburn's work, the next subject that attracts our attention is a list of European commodities suitable to the Bombay market, alphabetically arranged, and which generally form the investments of the commanders and officers of the company's and country ships; a price current of European goods, for the years 1808, 1809, and 1810, noticing such articles as were then saleable, and others for which there was not any demand, will be found at page 196, Chap. XII. Mr. Milburn then proceeds to give an account of the commerce with Hamburgh, Denmark, Lisbon, Madeira, the United States of America, the northern parts of Guzzerat, Surat, and the adjacent villages, with the island of Bombay, the coast of Coromandel, the coasts of Malabar and Canara, Bengal, Ceylon, British Asia, the gulf of Arabia, the gulf of Persia, Cutch and Scindy, Bassein and adjacent villages, Goa and the coast of Concan, Pulo Pinang and places to the eastward, Pegu, Batavia, China, Cashmere, &c. with the amount of the imports and exports from and to each of these places, interspersed occasionally with the author's remarks; import and export duties, custom-house regulations, list of articles permitted and not allowed to be landed at the government custom-house, police regulations, rates of pilotage, light-house dues, wharfage, dock-yard regulations, regulations relative to salutes by the company's ships, owners' instructions relative to gunpowder, regulations relative to gunpowder, owner's allowances, seamen's wages, &c. boat and cooley hire. The regulations of the Court of Directors, for loading the company's ships from Bombay to China, Madras to China, Bengal to China, and from port to port in India, are as follow:—

"I. It is determined, that, in most cases, cotton shall be sent on the company's account from Bombay, Madras, and Bengal, to China, to the extent of three-fifths of the whole tonnage, builder's measurement, without reckoning, as part of the tonnage, the kentledge, and 150 tons of dead-weight, which may be laden in England; and that the remainder of the tonnage the ship may be capable of conveying, shall be allowed to the commander and officers, on their entering into the usual bonds to guarantee the company against any claims their owners may make for the port to port freight of such tonnage; and, on their undertaking that the company shall not be subjected to any expense whatever, whether for screwing the company's cotton, or otherwise.

"II. If at any period the company shall have a larger quantity of cotton than the tonnage reserved for their own use will stow, and may not otherwise have occasion for, the government may dispose of the same to the commanders and officers at prime cost.

"III. In the event of the trade being relinquished by the company for a season, the tonnage reserved as before-mentioned for the company is to be disposed of to the best bidder, at a specific rate per ton of 50 cubical feet, after the ship's arrival at Bombay, Madras, or Bengal, giving due notice of such determination, and of the period fixed for receiving proposals in writing for the letting of the same; and if the commander and officers offer at a rate per ton equal to the highest bidder, the preference is always to be given to them; but they are to deliver their proposals at the same time with the other tenders, and are not to be allowed to amend their tender after their proposals have been signed.

"IV. If the company's proportion of the tonnage should be disposed of to the commanders and officers, it must be under a condition that the freight, together with the proceeds of the cotton, shall be paid into the Canton treasury; for the latter of which, bills on England will be granted, at the current rate of exchange.

"V. That, in voyages from one presidency to another in India, if the governor and council have nothing, or only a proportion of her, free of tonnage, to let, the commander shall have a fair and reasonable preference given him to occupy it, and that no person whatever shall have it on the same or lower terms; or, in the event of the commander paying the ship's demurrage, from the beginning of her lading to the delivery of the cargo at each consigned port, he shall have the option to occupy the ship on such terms, if the company do not provide a cargo, or on his paying such proportion of the demurrage as he may occupy of the outward tonnage she is engaged in.

"VI. In all cases the commander is to exonerate the company from all claims of the owners in respect of the outward tonnage, or any part thereof, so occupied.

"VII. Proper covenants are to be entered into at the presidency where the ship lades, for the payment of the demurrage that may be due at the consigned port."

The author next gives the firms of the houses of agency and merchants, European as well as of the natives, their rates of commission, rates of com-

mission on sales, insurance companies, rates of freight from Bombay to China, company's imports from Europe, company's exports to Europe, revenues and disbursements (under this head it appears that in 27 years the disbursements of the company at Bombay* exceeded their receipts in the sum of 24,400,350*l.* sterling, being little short of *a million* a year!) company's assets; company's European and native army, forming a total of 31,043, including officers and privates, with their pay and allowances in garrison or in the field; regulations respecting military officers retiring from the Company's service, or having furlough; regulations for the admission of pensions on the military fund; passage-money from and to England; duty payable on East India goods imported into Great Britain.

The company's marine establishment at Bombay is next noticed; the expenses for the maintenance of which amounted, in the year 1792-3, to 79,750*l.* and in 1809-10 to 155,205*l.*

The pay and allowances to the officers in the company's marine are as follows:—

	Pay per Month. Rupees.	*Allowances.* Rupees.	*Total.* Rupees.
Commodore	2000	0	2000
Captains of large ships	340	300	640
Captains of small ships	180	180	360
Lieutenants in command	110	90	200
1st Lieutenants not in command	110	0	110
2d Lieutenants	70	0	70
Volunteers	30	0	30

The pay of the superintendant of the marine is 2500 rupees per month; and that of the master-attendant 20,000 rupees a year.

The regulations relative to furlough and retirement are given at page 271; every officer of the marine who has served twenty-five years in India, including three years for a furlough, is permitted to retire from the service with the following pay:—

Commodore	£228 per ann.
Captain of the first class of vessels	180
Captain of the smaller vessels	135
First lieutenant	80

At page 273, to the end of the chapter, page 293, is a list of the articles procurable at Bombay, and directions how to chuse them, which will be found useful to our mercantile readers.

At page 278 we find the *Coculus Indicus*, or Indian berry, thus described:—

"It grows in considerable clusters on large trees, on the Malabar coast. It is a small kidney-shaped berry, having a wrinkled outside, with a seam running along the back, of a dark brown colour. It has a white kernel inside, of a most unpleasant taste. It is said that the principal use of the berry in England, is to *mix* with *malt liquors*, in order to make them *intoxicating*; but this practice is now expressly forbidden by act of parlia-

* A view of Bombay Castle is given in Vol. XXI.

ment. These berries should be chosen sound, dry, clean, heavy, large, and free from stalks and dirt."

Chapter XIV. describes the coast of Concan, its extent; Bancoot, or Fort Victoria; Severndroog; Geria; Melundy; Goa; commerce between the coast of Concan and the British settlements. This chapter concludes with historical facts relative to the rise and progress of the discoveries and conquests of the Portuguese in the East Indies, from the year 1410 to 1810.

The coast of Canara is treated on in Chapter XV. to which is prefixed a chart of the coast of Malabar, from Cape Ramus to Cape Comoran.

Chapter XVI. contains a description of the ports and settlements on the coast of Malabar. Teak wood being principally used for ship-building in the East Indies, we give, from page 328, our author's description of it.

"The Teak tree is a native of the forests in Malabar, Coromandel, Pegu, Java, Sumatra, and many other parts of the east; it grows to an immense size, sometimes 50 feet long and 20 inches in diameter. For ship-building the Teak is reckoned superior to any other sort of wood, in or out of the water.

"The wood of this tree has, by long experience, been found the most useful timber in Asia. It is easily worked, and, at the same time, strong and durable. That produced on the coast of Malabar, is the most esteemed; next, is that on the Coromandel coast, near the banks of the Godavery; then that of Pegu. The largest quantities are produced in the latter place; the rivers there enable the natives to bring it to the sea-ports from the interior of the country at a very cheap rate; the prices are therefore lower than in any other part of India.

In the year 1799, ten thousand Teak trees were brought down Beypour river. This was the produce of several years; but it is estimated that from 2 to 3000 trees may be annually procured. Teak timber, of an ordinary quality, for ship-building, sells at 9 or 10 rupees a candy, which measures 10¾ English cubical feet; the foot, therefore, costs from 1*s.* 6*d.* to 2*s.*; choice timber sells as high as 16 rupees a candy, or 1*s.* 10*d.* a cubical foot.

"Bombay is generally supplied with Teak plank from this part of the coast; the company usually contract for what they require, and the resident at Cochin frequently has the contract.

"The following are the prices at which the Bombay government was supplied in 1800:—

1st sort,	40 to 50 ft. long,	14 to 16 inch. square,	14 to 16 rupees per candy
2d do.	35 to 40 do.	12 to 14 do.	10 to 12 do.
3d do.	22 to 35 do.	12 to 14 do.	9 to 10 do.

Plank, from 1 to 5 thick, 30 rupees per 100 guz.

"The above timber was of the first quality, and the plank of the usual length and free from rents.

"In purchasing plank, it is better to agree for it in guz and borels, in preference to feet and inches, from the great difficulty of converting

English measure into candies, on account of the fractions, which occasion much dispute between the measurers. If the dimensions are agreed upon in guz and borels, the above timber will stand thus:—

1st sort,	17 to 19 guz long, and	12 to 14 borels square.
2d do.	14 to 17 do.	10 to 12 do.
3d do.	9 to 14 do.	10 to 12 do.

"Notwithstanding the coast of Malabar may be considered the storehouse for Bombay, yet the demand for Teak timber has so much increased, that within these three or four years past large quantities have been imported from Rangoon, the principal seaport of Pegu."

A chart of the Coromandel coast, from Cape Comorin to Madras, is prefixed to the XVIIth Chapter, which chapter gives an accurate description of the island of Ceylon. At page 357 to 360 is an account of pearls, and as the perusal of it may amuse some of our fair readers, we take the liberty of extracting the same from the work now before us.

"Pearls are hard, white, and shining, usually roundish, found in a testaceous fish, of the oyster kind; they are formed of the nature of the shell, and consist of a number of coats spread with perfect regularity, one over another, in the same manner as the several coats of an onion, or like the several *strata* of stones found in the bladder or stomachs of animals, only much thinner.

"Pearls are generally divided into oriental or occidental, more from their qualities than their place of produce, the oriental being reckoned the best. The principal oriental pearl fisheries are in the gulf of Manar, the Persian gulf, Sooloo isles, and on some of the Japan islands.

"The principal pearl fisheries in America are St. Margarita and the gulf of Mexico. In Europe pearls are also met with on the coasts of Livonia, Courland, Scotland, and various other places.

"The Ceylon oyster banks are scattered over a space at the bottom of the gulf of Manar, extending about 30 miles from north to south, and 24 from east to west. There are 14 beds, but they are not all productive, and not more than two or three can be fished in one season; the largest is ten miles in length and two miles in breadth; the others are much smaller. The depth of water over the different banks varies from 3 to 15 fathoms, but the best fishing is found in from six to eight fathoms. The pearl banks are about 15 miles from the shore of Condatchy.

"The pearl oysters in these banks are all of one species, and of the same regular form, but of different qualities and denominations, from the nature of the ground to which they are attached. The shape of the oyster is an imperfect oval, pretty nearly the same as that of the cockle, and 9½ inches in circumference, with a segment cut off by a straight line at the hinge or point of union of the two valves. The body of the oyster is white, fleshy, and glutinous. The inside of the shell is brighter and more beautiful than the pearl itself; the outside is smooth, unless when covered with corals, sponges, and other marine productions.

"The pearls are commonly contained in the thickest and most fleshy

part of the oyster, contiguous to one of the angles of the shell close to the hinge. An oyster frequently contains several pearls; one has been known to produce 150, including the seed or dust pearls; and 100 oysters have been opened without yielding one pearl large enough to be of any estimation.

"The pearl oyster is said to attain its maturity at the age of seven or eight years; after which its existence soon terminates, and its contents are washed away by the waves.

"The fishery generally begins about the 20th of February. Sometimes government fishes the banks at its own risk; sometimes the boats are let to many speculators, but most frequently the right of fishing is sold to one individual, who sub-rents boats to others.

"In 1804 the fishery was let by government to a native of Jaffnapatam. For thirty days' fishing, with 150 boats, he came under an obligation to pay 300,000 Porto Novo pagodas. He sold the right of fishing to some of the best equipped boats for 3000 pagodas each, and that of others for 2500, but kept by far the greater part of them to fish on his own account. The boats, with their crews and divers, come from Manar, Jaffnapatam Nagore, Tuticorin, Travancore, and other parts of the coast of Coromandel. They arrive completely equipped and are open boats of one ton burden, about 45 feet long, 7 or 8 broad, and 3 feet deep, having but one mast and one sail; and, unless when heavily laden, do not draw more than eight or ten inches water. The crew generally consists of 23 persons; 10 of whom are divers, 10 mundues or men to haul up the divers, 1 tindal, 1 steersman, a boy to bail out water, and a man to take care of the boat. To these is added a peon on the part of the renter, to guard against fraud.

"The period the divers continue under water, in the depth of seven fathoms, seldom exceeds a minute, sometimes a minute and a half; but other persons who are willing to allow the greatest latitude, say they never knew a diver remain under water more than two minutes. In ground richly clothed with oysters, a diver often brings up in his basket 150 oysters at a dip; but when they are thinly scattered, he frequently collects no more than five. One boat has been known to land in one day 33,000 oysters, and another not more than 300.

"The oysters are generally allowed to remain in heaps for ten days after they are brought on shore; that time being necessary to render them putrid. They are not esteemed good to eat, being of a much fatter and more glutinous substance than the common oyster. When they are opened fresh they are sometimes dried in the sun, and eaten by the lower classes of people.

"After the pearls are separated from the sand, washed with salt water, dried, and rendered perfectly clean; they are sorted into classes, according to their sizes, by being passed through ten brass sieves, or saucers, full of round holes. The saucers are all apparently of one size, but made so as to go one within the other. They are distinguished into numbers, 20, 30, 50, 80, 100, 200, 400, 600, 800, and 1000. This is a kind of ratio, to estimate the value of the different sizes of pearls; and, probably, the distinguishing numbers in some measure correspond with the quantity of holes

in each bason. These completely occupy the bottom of the vessel; and, as they increase in number they necessarily decrease in size. The pearls are thrown into a promiscuous heap into the uppermost sieve; which being raised a little and shaken, the greater part of them pass through into the second sieve, and only those remain which exceed a large pea in size. The second sieve is shaken in same manner; the pearls that remain in it are of the size of a small pea, or grain of black pepper. The quantity of pearls gradually increases as the size diminishes. Those which fall through the tenth saucer (No. 1000) belong to the class of tool, or seed pearls, so called from the smallness of their size.

"The pearls contained in the sieves 20 to 80 inclusive, are distinguished by the general name of mell, or the first order. Those of the sieves from No. 100 to 1000 are denominated vadivoo, or the second order.

"Both these orders are divided into various sorts, according to their shape, lustre, and other qualities; amongst which are annees, annadaree, kayarel, samadiem, kallipoo, koorwell, pesul, and tool.

"Annees are the first sort, perfectly round, and of the most brilliant lustre.

"Annadaree is a subdivision of them, possessing the same qualities in an inferior degree.

"Kayarel is the next in beauty, but not so completely round, and of a duller colour. To this class belong the samadiem, which is nearly of the form of a pear, and the kalipoo, which has flat sides.

"The Koorwel, or third class, is a double pearl ill-shaped, and of a dull water; to it may be added the pesul, the most deformed of all the pearls, and the tool, or seed pearl, the most diminutive.

"The different descriptions of pearls are sent to different markets; but at the fishery all the kinds are generally sold mixed together, at 200 pagodas per pound.

"The method of determining the price of the different sorts of pearls is regulated by an imaginary criterion, estimating the proportion of that quality which attaches to them the highest value. It has the appearance of being intricate and difficult, but is considered simple by those who understand it. Size, roundness, and brightness, seem to be the qualities on which it hinges.

"The pearls are then drilled. The large ones are generally drilled first, in order to bring in the hand to work with more ease on the smaller size, and the expert workman in the course of a day will perforate 300 small, or 600 large pearls. They are then washed in salt and water, to prevent the stains which would otherwise be occasioned by the perforating instrument.

"The next branch of the business is the arranging the pearls on strings; this is considered the most difficult operation in the profession of the pearl merchant, and is one in which very few excel.

"The pearls of the largest size, being most costly, and esteemed as emblems of greatness, find a ready sale among the rich natives of the Nizam's dominions, Guzzerat, and the other parts of India.

"The finest annee pearls, from the size of the sieve, No. 30, to that of No. 80, which make most beautiful necklaces, are sent to Europe.

"A handsome necklace of pearls, smaller than a large pea, costs from

170*l.* to 300*l.*; but one about the size of a peppercorn, may be procured for 15*l.*: the former pearls sell at a guinea each, and the latter at eighteenpence. When the pearls dwindle to the size of small shot, they are sold at a very trifling price.

"The smaller sorts are sent to the markets of Hydrabad, Poona, and Guzerat, in which last mentioned place, pearls of a yellow tinge are preferred to those of a pure white, being considered as having arrived at greater maturity, less liable to fade, and retaining their lustre to a longer period. The refuse and lower orders of all the pearls turn to a good account in the China market, where those of a superior value cannot be so readily sold.

"Pearls are sometimes met with of various colours, of an exquisite silver-like brightness, transparent, semi-transparent, opaque, brown, and black. One of the largest pearls hitherto known, is described by Tavernier to be in the possession of the King of Persia. It was bought by him at the Bahreen fishery, and cost 32,000 tomands, upwards of 110,000*l.* It is in the shape of a pear, very regular, and without fault.

"Another pearl belonging to the Great Mogul, and perfectly round, is the largest in the world of that figure, measuring 0,62 English inch in diameter.

"A pearl, called from its figure the sleeping lion, weighing 578 carats, was carried for sale from Holland to St. Petersburgh in 1779. It was purchased in India for 50,000 florins, about 4,500*l.* and was offered for sale at double that sum; its colour and splendour were remarkably fine.

"The King of Spain, Philip II. had a pearl which he purchased from a traveller. It weighed 25 carats, was valued at 150,000 dollars, and was produced from the pearl fishery at St. Marguerite.

"Tavernier mentions a pearl in the possession of the Prince of Muscat, as being the most wonderful in the world, not so much for its size, for it weighed only $12\frac{1}{16}$ carats, nor for its perfect roundness, but because it was so clear and transparent, as almost to be seen through. The Great Mogul offered 40,000 crowns for this pearl, which was refused. Tavernier also mentions having sold a pear shaped pearl to the uncle of the Great Mogul, which weighed 55 carats.

"Pliny says that pearls are the most valuable and excellent of precious stones; they were much esteemed by the ancients, and an extraordinary value put upon the larger kinds. We are told that Servilia, the mother of Marcus Brutus, presented one to Cæsar of the value of 50,000*l.* of our money; and that Cleopatra dissolved one worth 250,000*l.* in vinegar, which she drank at a supper with Mark Antony."*

The last Chapter in Vol. I. is the XVIIIth, and describes the coast from Cape Comorin to Madras; and Mr. Milburn concludes the Volume now before us, with the rise and progress of the Commerce between France and the East Indies.

(To be continued.)

* Certain chemical doubts attach to this operation—the solvent must assuredly have been something more active than the common acetous acid.—(Hydrographer N. C.)

STATE PAPER.

FROM THE LONDON GAZETTE OF TUESDAY, MAY 17.

By his Royal Highness the PRINCE of WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the name and on the behalf of HIS MAJESTY,

A PROCLAMATION,

Declaring the Cessation of Arms as well by Sea as Land, agreed upon between HIS MAJESTY *and* HIS MOST CHRISTIAN MAJESTY, *and enjoining the Observance thereof.*

George, P. R.

WHEREAS a Convention for the suspension of hostilities between HIS MAJESTY and the kingdom of France, was signed at Paris on the 23d day of April last, by the Plenipotentiary of HIS MAJESTY, and the Plenipotentiary of His Royal Highness MONSIEUR, brother of the MOST CHRISTIAN KING, Lieutenant-general of the kingdom of France: And whereas, for the putting an end to the calamities of war, as soon, and as fast as may be possible, it hath been agreed between HIS MAJESTY and HIS MOST CHRISTIAN MAJESTY as follows; that is to say, that as soon as the Convention shall be signed and ratified, friendship should be established between HIS MAJESTY and the kingdom of France by sea and land, in all parts of the world: and in order to prevent all causes of complaint and dispute which might arise with respect to prizes that might be made at sea after the signature of the said Convention, it has also been reciprocally agreed, that the vessels and effects which might be taken in the English Channel and in the North Seas, after the space of twelve days, to be reckoned from the exchange of the ratifications of the said Convention, should be restored on both sides; that the term should be one month within the British Channel and North Seas to the Canary Islands, and to the Equator; and five months in every other part of the world, without any exception, or other particular distinction of time or place: And whereas the ratifications of the said Convention were exchanged by the respective Plenipotentiaries above-mentioned, on the 3d day of this instant May, from which day the several terms above-mentioned, of twelve days, of one month, and of five months, are to be computed: Now, in order that the several epochs fixed as aforesaid between HIS MAJESTY and HIS MOST CHRISTIAN MAJESTY should be generally known and observed; we have thought fit, in the name and on the behalf of HIS MAJESTY, and by and with the advice of His Majesty's Privy Council, to notify the same to His Majesty's loving subjects; and we do hereby, in the name and on the behalf of HIS MAJESTY, strictly charge and command all His Majesty's officers, both at sea and land, and all other His Majesty's subjects whatsoever, that they forbear all acts of hostility, either by sea or land, against

the kingdom of France, her Allies, her vassals or subjects, under the penalty of incurring His Majesty's highest displeasure.

Given at the Court at Carlton-house, the 6th day of May, in the fifty-fourth year of His Majesty's reign; and in the year of our Lord, 1814.

GOD SAVE THE KING.

Marine Law.

THE Court Martial on Vice-Admiral Sterling, at Portsmouth, closed on the 9th of May. The proceedings of it were directed to enquire into the conduct of the vice-admiral, as to his participation in the circumstances stated in the two following documents:—A letter from the Commissioner Isaac Woolley, dated Jamaica, Feb 20, 1813, stating to the lords commissioners of the Admiralty, that his Majesty's naval service on the Jamaica station had been publicly spoken of in terms of great disrespect, in regard to the hiring ships of war as convoy to vessels going to the Spanish main; and that the same was done very frequently, and without fear of public notice, as the money contracted to be paid on a convoy being appointed, was said to be on account of the freight of a specific amount in specie, which the petitioners for the convoy engaged, should be shipped on the main; and whether shipped or not, that freight, at the rate of 2½ per cent. should be paid on a stipulated sum, previously agreed on, so as to make the voyage a sure one; which money was divided among the captain of the ship, the admiral (meaning Vice-Admiral Charles Stirling, then in command in Jamaica), and his secretary. An instance of the kind has recently taken place, in the following terms; which document Commissioner Woolley forwarded to the Admiralty:

"A Messrs. Pallache, of the house of Messrs. Moravia and Co. merchants, in Kingston, made a bargain with Messrs. Bayles and Co. Vice-Admiral Stirling's agents, for the hire of his Majesty's sloop Sappho, to convoy two British schooners, laden with dry goods, to the Havannah. I am informed that Messrs. Bayles and Co. insisted that the sum of 2,000 dollars should be paid down before the Sappho proceeded to sea; that 2,000 dollars were accordingly paid to them, and a receipt demanded by Messrs. Pallache, for the same; that a receipt was given for the full sum by a clerk from the house of Messrs. Atkinson, Bayles and Co. (Captain O'Grady's agents), who was sent for to give such receipt, and in return received from Messrs. Bayles and Co. a receipt for Vice-Admiral Stirling, and his secretary's proportion, the amount of which was previously deducted from the sum received. I have every reason to believe the business was completed without Captain O'Grady's knowledge and concurrence, and the money was paid to his agents by the agents of the vice-admiral, before Captain O'Grady knew of it. His Majesty's sloop Sappho, I understand, is to go from the Havannah to the Bay of Honduras, to convoy the trade from thence to England, as far as Bermuda."

The charge made by the Admiralty set forth, that it appeared from the affidavits of James Greenfield, clerk and cashier to the above-named Messrs. Atkinson, Bayles and Co. and Mordecai Pallache, co-partner in the firm of Messrs. Moravia and Co. sworn before the Mayor of Kingston, on the 18th of January last, and by other documents, that the sum of 2,000 dollars was paid by the said Moravia and Co. to Messrs. Bayles and Co. the agents of the said vice-admiral for the convoy of a schooner that was to sail under the protection of his Majesty's said ship Sappho, and of which sum one-third was retained by Messrs. Bayles and Co. as the proportion or share of Vice-Admiral Stirling, and 5 per cent. further on the other two-thirds as the share of his secretary, which two sums amounted to 244*l.* 8*s.* 10*d.* a clerk of Messrs. Bayles and Co. gave a receipt.

An objection was made, on the part of Admiral Stirling, to the production of affidavits against him, as evidence; but he, at the same time, expressly declared he did not wish to shrink from the fullest enquiry.—Captain O'Grady, late of his Majesty's ship Sappho (the only witness examined) was then sworn. It appeared from his evidence, that he was informed by Admiral Stirling's agents that he was to have a freight, at the same time that he had orders given him by the admiral, to take convoy to the Havannah, and ultimately to proceed to the Bay of Honduras; and that his agent received about 1300 dollars for the freight. At that time, he did not know whether he had specie on board or not, as the Sappho was in Port Royal harbour nearly ready for sea; that on his return from executing his orders, as he had at no time any gold, silver, or jewels under his charge, he directed his agents to return the persons mentioned in the document 1300 dollars; but as the persons who had paid the same would not receive a part, but insisted on the sum of 2,000 dollars, which had been paid, and of which Admiral Stirling's agents had received the residue, Captain O'Grady, therefore, directed his agents to count into a bag as many dollars as had been received on his account, and in the presence of witnesses, to have it thrown or put into their counting-house; which he believed was done, but he was himself immediately after confined by an attack of the fever.

The Court agreed,—That the charge had been in part proved against Vice-admiral Stirling, and did adjudge him to remain on the half-pay list of Vice-admirals of the Royal Navy, and not to be included in any future promotion.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(April—May.)

RETROSPECTIVE AND MISCELLANEOUS.

WE were compelled to omit the naval history of the last month, chiefly on account of the length of our Correspondence; that same department of our work occupies a considerable space in the present month: it will, however, be found to contain matter well worthy the

serious consideration of a British Statesman. We have reason to believe that the suggestions contained in the NAVAL CHRONICLE have sometimes been adopted by men in power. And we are happy to state that ministers stand pledged to do something for the HALF-PAY OFFICERS—whose cause we have long and zealously advocated. Perhaps, when once the paucity of naval rewards comes under discussion, a more liberal spirit may be displayed, and a general revision take place respecting the pay and emoluments of the Royal Navy,—so that the nation may be redeemed from the reproach contained in ARION's well-written letter, of considering, in the appropriation of naval rewards—"*pence as shillings, tens as hundreds, and hundreds as thousands.*" *

In our last Retrospect, we mentioned, in a note, the report of the capture of two other French frigates—*viz.* L'Etoile and la Terpsichore. Immediately after our publication, the official accounts arrived. La Terpsichore was captured by H.M.S. Majestic: the enemy mounted 44 guns—eighteen and twenty-four-pounders, and had on board 320 men,—Francis Bretone de Sire was the captain. She sailed on the 20th October last from the Scheldt, and reached L'Orient; whence she sailed on the 8th of January. Thus another of the new frigates constructed by the enemy has been added to the British navy.

The frigate L'Etoile was captured by the Hebrus, Captain Edmund Palmer. The action was fought on the 26th of March, off Cape La Hogue, in eight fathom water. When Captain Sir Michael Seymour † transmitted Captain Palmer's account of the battle to Admiral Sir Richard Bickerton, he emphatically pronounced the combat between the Hebrus and L'Etoile, to have been one of "*the most* BRILLIANT *of the frigate actions in the records of our country.*" A compliment nobly earned by Captain Palmer and his gallant shipmates.

There was something peculiarly mortifying to the enemy, in being forced to destroy the Uranie in a port belonging to the brother-in-law of Napoleon! This was accomplished by the resolute tone assumed by the late Captain Taylor, of the Apollo, whose lamented death we have recorded: the same gazette also contains the account of the reduction of the important fortress at Cattaro, by H.M.S. Bacchante, Captain Hoste, and the Saracen, Captain Harper. Captain Hoste has since been rewarded by the Order of Maria Theresa, conferred by the Emperor of Germany.

Captain Wales, of the Epervier, captured an American privateer of equal force, called the Alfred, mounting sixteen guns, and manned with one hundred and ten men.

The exploits of the squadron under the command of Admiral Penrose, in the Gironne, will be read with lively interest in future ages. He pursued the flying enemy up that river, as far as the fort of Talmont, who escaped his fate for the moment by means of a narrow channel, protected by strong batteries; but the Centaur having arrived, the batteries were attacked

* *Vide* page 369. † *Vide* page 424.

and carried, and our tars prepared to pay their respects to the enemy at his moorings; to avoid which ceremony, he set fire at midnight to the line-of-battle ship the Romulus, and three stout brigs, and before day the whole were totally consumed. What a spectacle for France! *What a triumph for Great Britain!*

In the same gazette with the above, is a letter from the brave and unfortunate Captain Taylor, late of the Apollo, giving an account of the capture of the island of Paxo, near Corfu; and another from Vice-admiral Domett, giving a most interesting narration of the cessation of hostilities on the coast—off La Rochelle.

The last naval triumphs we have to record for this month (April) is the capture of the French frigate la Ceres, by H. M. ships the Niger and the Tagus. She carried 44 guns, and 324 men, and sailed from Brest on her first cruize a month prior to her capture: was two years old; copper fastened, and a fast sailer. Her captain, Baron de Bourganville, made every possible exertion to get away; and Captain Ranier speaks in high terms of his skilful manœuvres. Thus, in rapid succession, have our navy captured nearly the whole of the enemy's frigates that have put to sea; and the only feeling of regret that prevails is, that the enemy did not start from the Texel, Scheldt, and Toulon, that our tars might have had a chance of finishing their labours with greater eclat!

The principal naval exploit for the present month, is the share that the British fleet had in the reduction of Genoa, under the command of Sir Joshua Rowley; for the particulars of which we refer to the Extraordinary Gazette.

On the 17th May, the Lords of the Admiralty issued a proclamation addressed to the fleet, highly commendatory to our gallant naval defenders, announcing the cessation of hostilities, and the mode in which the navy will be paid off.

Antwerp has been taken possession of by the British troops; and the Helder fleet has been given up by Admiral Verheul.

Amongst a crowd of strange occurrences, may be enumerated, the arrival of the French line of battle ship the Polonais at Spithead from Cherbourg; which it has been reported came to receive Louis the 18th and suite, and convey him over to take possession of his throne. The Captain was received with every mark of cordial respect by those, who, but a few days before, were watching his movements at Cherbourg, and very ambitious of *escorting* the Polonais to Spithead, or of *sending her to the bottom.*

A most splendid naval spectacle, on a small scale, was exhibited in the recent embarkation of Louis the XVIIIth at Dover, on board of the Royal Sovereign yacht, and his passage to Calais, under convoy of the Jason frigate, on board of which was his Royal Highness the Duke of Clarence. In our next we expect we shall have to give a description of the embarkation of the Emperor of Russia, and the King of Prussia, and their arrival in this country. What rich subjects for historians, bards, and artists!

We are much concerned that the prospects of the brave and injured Norwegians are no less gloomy than when we last touched on that melancholy

subject. In compliance with political engagements, our fleets are now employed in blockading the Norwegian coasts; and a powerful army is said to be advancing to force obedience, should famine and negotiation fail. We are convinced that our ministers would have escaped inflicting the horrors of famine on that inoffensive nation, had it been in their power: what the issue will be, we know not—but we think, should Bernadotte succeed, and bend by force a race of freemen to his sway, *the union will not be desirrable.*

Too much inflated by the torrent of success that has latterly rushed upon this country, the public mind at the present moment is filled with vindictive feelings against America. Were ministers inclined, the voice of *the multitude* would applaud a general invasion of America, with a view to its final reduction! But, happily, that mania is confined to the thoughtless and the vulgar. Ministers are too wise, and too cautious, to lose sight of the strange vicissitudes of war! They will not risk upon the American continent, *in a war of subjugation,* that army which saved Portugal and Spain, and planted our Standard on the Towers of Thoulouse! They would not incur the responsibility of so hazardous an experiment! The intelligence from Europe that had been received in America when the last accounts came away, gave a very gloomy picture of the state of the Emperor Napoleon's prospects: the Americans knew of the defection of the Danes, and the actual invasion of France. A proposition had been received for an armistice in Canada, from General Sir George Prevost, which was readily listened to. The government had recommended the repeal of the embargo and the non-importation laws; and hopes were held out of a speedy armistice by sea and land: and the most confident reports were circulated of an immediate peace! Meanwhile, the whole of the coasts of America, from Black point to the N. E. boundary, were declared in a state of blockade, by Admiral Sir Alexander Cochrane, and will probably be followed by some important blow aimed at the vitals of the United States.

Such was the aspect of affairs *then*—but what must be the state of the public mind now that the news of Napoleon's abdication has been received, and that our conquering army is about to embark at BOURDEAUX—for the invasion of their shores!—The *merchants* will press strongly for immediate peace: *in them,* we shall find our best auxiliaries. But we should be cautious not to push our pretensions too far. The great mass of the American population are deeply imbued with an Anti-Britannic spirit. If we aim at the conquest of the United States, we may create an inextinguishable spirit of hatred and revenge. We may capture her cities, and lay waste her coasts; but in doing so, we shall waste and consume our armies, and too probably—wither the laurels gathered in Europe. Let us rather secure the respect of America, by our justice and moderation—and accept of her proffered amity, whenever we can do it on terms compatible with our honour and our safety.

In the honours distributed to the chiefs of our triumphant army, the navy has not been forgotten. Lord Keith has been made a Viscount; and Sir Edward Pellew a Baron, by the title of Baron Exmouth.

Of the parliamentary debates in which the navy was peculiarly interested,

we must mention the proposal for a pension, we believe of 500*l.* per annum, to Captain Manby, for his *invention* to save persons from shipwreck: some one mentioned the *cork jackets* introduced by Mr. Mallison; and proposed that he should also be remunerated, which was objected to, because, however valuable the jacket, it was only—an *improvement!* Such is the case with Captain Manby. We are advocates for the liberal reward of all useful *inventions* or *improvements*, having for their object the saving the lives of our seamen: and we know that Serjeant (afterwards Lieutenant) Bell, of the artillery, tried and succeeded in the same experiment upwards of 20 years since, in the presence of the Duke of Richmond. He has been dead some years—his widow soon followed him to the grave; he left a daughter, who is said to be in indigent circumstances. We mention this, not at all to diminish the merit due to Captain Manby. We are solely actuated by a spirit of equal justice.

We have just been favoured with the following communication. It is certainly time that such a measure as that announced in it should take place:—

"A naval promotion on an extensive scale, to adjust the claims of those officers, whose pretensions and periods of service appear most distinguished, is said to be about to take place, and also an arrangement of the Naval List, founded on the system, and calculated to embrace all the advantages of the army brevet, a measure which must give general satisfaction, and reflect infinite credit on the respectable quarter whence it has originated."

Not less than fifty sail of the line, it is said, are ordered to rendezvous at Spithead by the 4th of June, in order to form a naval spectacle worthy of the maritime power that so pre-eminently distinguishes the British isles. It is to be composed of two distinct lines of battle, each accompanied with various vessels of inferior force, fire-ships, &c. in order that the scene may convey to the Royal foreigners who will be present, a more correct idea of a naval action, which will be represented with all its tactical manœuvres as nearly as can possibly be effected. We shall of course take care that our readers shall be furnished with the best description of this grand spectacle, if it takes place.

We have not inserted the names of the military officers confined at Verdun, as announced, on account of the certainty of peace, and their immediate return home.

By the death of Lord Bridport, Sir Chaloner Ogle, of Worthy, becomes the Senior Admiral of Great Britain, and Father of the Fleet.

The Telegraphs communicating between the Admiralty and Yarmouth are to be immediately broken up; as are the several signal stations on the coasts of this country and Ireland.

THE ORDINARY SERVICE, 1783.

In our last Retrospect, we recommended to the notice of the Board of Admiralty, the situation of thousands of our most valuable seamen; and the policy and expediency of reserving for them all

the advantages of the ordinary service, which have hitherto been monopolized by landsmen and watermen. Animated with an honest zeal in behalf of those, we again resume the subject, and lay before our readers an *authentic statement* of the ordinary service of 1783. By this it appears that each first rate ship was then allowed *thirty extra* men; which number might be increased to sixty or more; so that the whole of the ships in ordinary might receive those seamen who are of the most value in time of danger, and are themselves the *most in danger* in times of peace!

This branch of naval administration had its rise after the close of the American war. Previous to that period, the ships were greatly neglected—many of them, through want of care, cleanliness, and fresh air in the holds, literally rotted at their moorings. Amongst those reduced to a state of irreparable decay at Portsmouth, were the Dreadnought, Essex, Achilles, Mars, and Dragon.

To provide better for the care and preservation of the royal navy, the late Lord Barham, then comptroller of the navy, at the close of the American war, formed a code of regulations, which were carried into practice under his own inspection. About that period the comptroller visited the ships lying in Portsmouth harbour. Some of the decks were covered with filth—overgrown with grass and weeds—and in such a state, that it required the use of shovels before they were deemed fit for the commissioner to go on board!

The ships in ordinary were, by Lord Barham's plan, laid up in divisions; each division was placed under the command of a superintending master, who was appointed by the comptroller, from amongst the masters who came best recommended. To each of the first rates was allowed in ordinary

1st officer	A boatswain.
2d.	Gunner.
3d.	Carpenter.
4th.	Purser.
(Served by deputy.)	
5th.	Cook.
Extra men	Thirty.
(Exclusive of the officers' servants.)	

The *extra men* were principally watermen, &c. who lived and worked a-shore when not on duty. The pay, and the allowance of provisions, were the same as when at sea. The views of Lord Barham do not appear to have extended beyond the preservation of the hulls; that of conserving, by means of the ordinary, a given proportion of our most valuable seamen, does not seem to have entered into his consideration.

The whole of the extra men of each division were placed at the disposal of the superintending master; the duty consisted in keeping the decks clean, opening and shutting the ports, airing the hold by means of Brodie's stoves, and pumping out the water.

Notwithstanding all the pains taken by the comptroller of the navy to have his regulations enforced, they were *evaded by those officers of the yard*

whose peculiar duty it was to have attended at stated intervals to inspect the state of each ship, and report the same. Instead of which, those officers found means to induce the superintending masters of the divisions to report, in their returns, that they had performed their duty, when they had not. This breach of confidence should be particularly guarded against in future, for if the master builder *neglect his duty*, it is pretty certain all the inferior officers will also neglect theirs, and the ships rot at their moorings.

Great abuses existed in the provisions served out to the men belonging to the ordinary. Salt provisions were served that had been three times to the East Indies. The boatswains surveyed the provisions; and in reply to any complaint they used to say, *they dared not reject them*: thence, unserviceable provisions were dispensed, great part of which was thrown away. Certainly the ordinary service should be allowed fresh provisions, vegetables, and bread baked on board, and not be fed upon *condemned provisions*.

The state of the ordinary in 1783 is given, and the abuses which then prevailed, in preference to the ordinary of 1802, for reasons which will readily be conceived.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, MARCH 29, 1814.

Copy of a Letter from Captain Sir Michael Seymour, of H.M.S. Hannibal, addressed to Admiral Sir Richard Bickerton, Bart. and transmitted by the Admiral to John Wilson Croker, Esq.

SIR, *H.M.S. Hannibal, at Sea, March 27, 1814.*

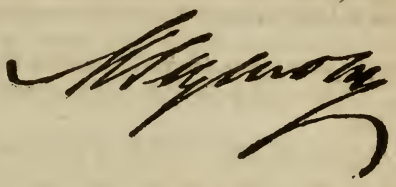
I HAVE the pleasure to acquaint you of the capture of La Sultane, French frigate, of 44 guns, and 330 men, at a quarter past three P.M. yesterday, after an ineffectual endeavour to disable this ship.

When spread on the look-out from the Hebrus at ten A.M. Isle de Bas S.E. twelve leagues, with a light breeze from the S.W. it came very thick weather, and guns were heard in the N.N.E. and on its clearing up, proceeding under all sail, I found the Hebrus near me, the Sparrow in the N.W. and two enemy's frigates E. b. N. five or six miles distant, one with jury top-masts and sails, and the other with double reefed topsails, apparently having suffered from tempest or action. We neared them fast, but on the wind's changing at eleven to the N.N.W. very fresh, one hauled S.E. and the other E. b. N. and I directed the Hebrus, as the best sailing ship, and the Sparrow, to pursue the seemingly most perfect frigate; and I lost sight of them, going above ten knots at two P.M. when the Hebrus was closing the enemy very fast, and afterwards about three, four guns were heard.

The other ship is L'Etoile, which with La Sultane, lost each twenty killed, and about thirty wounded, in action with the Creole and Astrea, off Isle of Mayo, two months since, and each had three hundred and fifty men on sailing from the Loire.

I have given charge of the prize to Lieutenant Crouch, an able officer, who has served many years with me, and I have the honour to be, &c.

To Sir Richard Bickerton, Bart. Admiral of the Blue, Commander-in-chief, &c. Portsmouth.



Captain.

APRIL 2.

Extract of a Letter from Captain Hayes, of H.M.S. Majestic, addressed to Admiral Sir John Borlase Warren, and a Duplicate transmitted to John Wilson Croker, Esq.

Majestic, at Sea, February 5, 1814.

I have the honour to acquaint you, that in my way from St. Michael's to Madeira, in the execution of your orders, at daylight in the morning of the 3d instant, in latitude 37°, and longitude 20°, being then in chase of a ship in the N.E. supposed to be one of the enemy's cruisers, three ships and a brig were discovered about three leagues off in the S.S.E. of very suspicious appearance, and not answering the private signal, I gave over the pursuit of the ship to the northward and eastward, hoisted my colours, and proceeded to reconnoitre the southern squadron, when two of the ships immediately gave chase to me; on closing within four miles, I discovered them to be two forty-four gun frigates, a ship mounting twenty guns, and a brig, which I could not perceive to be armed. I determined on forcing them to shew their colours (which they appeared to wish to avoid), and for that purpose stood directly for the headmost frigate, when she shortened sail, and brought to, for the other to close. I now made all sail, in the hope of being able to get alongside of her before it could be effected, but in this I was foiled, by her wearing, making sail, and joining the other and taking a station a-head and a-stern, with the twenty-gun ship and brig on their weather bow; they stood to the S.S.E. with larboard studding-sails, and all the sail that could be carried; the sternmost hoisting French colours, at a quarter of an hour past two o'clock, she opened a fire from the aftermost guns upon us; at three o'clock, being in a good position (going ten knots an hour), I commenced firing with considerable effect, the shot going either through, or just over the starboard quarter to the forecastle, over the larboard bow; when at forty-nine minutes past four, she struck her colours to H. M.S. Majestic, under my command. The wind increasing, the prize in a state of great confusion, and night fast approaching, obliged me to stay by her, and to suffer the other frigate, with the ship and brig, to escape; the sea got up very fast, so that only one hundred of the prisoners could be exchanged, and even in effecting that, one boat was lost, and two prisoners drowned: this I hope, Sir, will plead my apology for not bringing you the whole of them. The captured ship is the Terpsichore, of forty-four guns, eighteen and twenty-four-pounders, and three hundred and twenty men, Breton Francois de Sire, capitaine de frigate; the other was the Atalante, sister ship, exactly of the same force; they sailed from the Scheldt on the 20th October, and went to L'Orient, from whence they sailed again on the 8th January, in company with La Yade, a similar ship, which parted from them in latitude 45° and longitude 16° 40′. The

enemy had only three men killed, six wounded, and two drowned; the Majestic none.

The officers and men I have the honour to command conducted themselves on this occasion as I expected they would do.

Copy of a Letter from Admiral Sir Richard Bickerton, Bart. to John Wilson Croker, Esq. dated at Portsmouth, the 31st March, 1814.

SIR,

I feel peculiar satisfaction in transmitting, to be laid before the lords commissioners of the Admiralty, a letter I have received from Captain Sir Michael Seymour, of the Hannibal, enclosing one addressed to him by Captain Palmer, of H.M.S. the Hebrus, detailing the capture of the French frigate L'Etoile, on the morning of the 27th instant, after an arduous chase of one hundred and twenty miles, and a well-fought action of two hours and a quarter, in eight fathoms water, under Cape La Hogue.

I entirely concur with Sir Michael Seymour in the opinion he has expressed, and very heartily congratulate their Lordships on an event which will stand amongst the most brilliant of the frigate actions in the records of our country, and does the highest honour to Captain Palmer, the officers and ship's company of the Hebrus. I am, Sir, &c.

R. Bickerton.

SIR, *H. M. S. Hannibal, Spithead, March* 21, 1814.

Enclosed I transmit, with the utmost gratification, the letter of the captain of the Hebrus, giving a full and clear detail of the capture of L'Etoile, French frigate, consort of La Sultane; and I am quite at a loss how to express, in adequate terms, my admiration of Captain Palmer's skill and decision on so interesting an occasion, and his new ship's company, his officers and his own able and intrepid conduct.

I have the honour to be, &c.

Michael Seymour.

Sir Richard Bickerton, Bart. Admiral of the Blue, &c. Commander-in-chief at Portsmouth.

SIR, *H.M.S. Hebrus, Plymouth, March* 29, 1814.

When the Hannibal and his Majesty's ship under my command separated on the morning of the 26th, in chase of the two French frigates we had fallen in with, we continued in pursuit of the one you were pleased to detach us after, the whole day, with all our canvas spread. About midnight he reached the Race of Alderney, and the wind scanting, we began to gain upon him fast; by the time he had ran the length of Point Jobourg, leading into the Bay of La Hogue, he was obliged to attempt rounding it almost within the wash of the breakers; and here, after an anxious chase of fifteen hours, and running him upwards of one hundred and twenty miles, we were fortunate enough, between one and two in the morning, to bring him to battle; we crossed his stern, our jib-boom passing over his topsail, and shot in betwixt him and the shore, in eight fathoms water, and it falling nearly calm about this time, the ships continued nearly in the same spot until the conclusion of the action. At its commencement we suffered considerably in our rigging; the enemy firing high, he shot away our fore-top-mast and fore-yard, crippled our mainmast and bowsprit, and

cut away almost every shroud, stay, and brace we had. Our fire from the first, and throughout, was directed at our opponent's hull, and the ships being as close together as they could be without touching, he suffered most severely, every shot which struck passing through him. About four o'clock his mizen-mast fell by the board, and his fire ceased, when, after an obstinate contest of two hours and a quarter, he hailed us, to say that he had struck his colours. The moment we could get possession, it became necessary to put the heads of both ships off shore, as well from the apprehension of grounding, as to get them clear from a battery which had been firing at both of us during the whole action, those on shore not being able from the darkness to distinguish one from the other; fortunately the tide set us round the point, and we anchored soon afterwards in Vauville Bay, in order to secure our masts as well as we were able.

The prize proves to be L'Etoile French frigate, mounting forty-four guns, twenty-eight eighteen-pounders on the main-deck, and the remainder carronades, with a complement of three hundred and twenty men; she was commanded by Monsieur Henry Pierre Philibert, capitaine de fregate, who was returning, together with La Sultane (the other frigate), from a four months' cruise to the westward. L'Etoile is a very fine frigate, quite new, and sails well; she lost in the action forty killed, and had upwards of seventy wounded; her masts which remained are shot through, and her hull extremely shattered, having four feet water in her hold at the time she surrendered. We are also a good deal cut up, several of our guns dismounted, and I have to regret the loss of some brave men, thirteen killed and twenty-five wounded, some of them, I fear, dangerously. Amongst the former was a most promising young gentleman, Mr. P. A. Crawley, midshipman, who fell unhappily early in the action.

I cannot, Sir, sufficiently express to you how much I have to admire in the conduct of every one whom I had the pleasure to command upon this occasion. I beg most earnestly to recommend Mr. R. M. Jackson, the senior lieutenant; as also to give my best testimony to the exertions of the junior lieutenants, Messrs. Addis and Cocks, together with Lieutenants Griffith and M'Laughlin, of the marines. To Mr. M'Gowan, the master, I am much indebted, for the skill and care with which he conducted the steerage of the ship, during a period of much difficulty and peril. Mr. Maddox, the purser, very handsomely volunteered his attendance on deck, where he rendered good service.

I cannot close this letter without observing, that I derived the greatest assistance from the professional ability of Captain William Sargent, of the navy, who was serving on board with me as volunteer.

Herewith, Sir, you have lists of the killed and wounded; and I notice with great pleasure the care and attention of Mr. Boyter, surgeon, not only towards our own men, but to those of the enemy also.

I have the honour to be, &c.

Edmund Palmer,

Captain of his Majesty's ship Hebrus.

Captain Sir Michael Seymour, Bart.
H. M. S. Hannibal.

List of Killed and Wounded.

Killed.—P. A. Crawley, midshipman; Andrew Fenalson, yeoman of sheets; James Crew, captain of the mast; Thomas Rickerby, captain of the mast; William Boyd, ship's corporal; William Shooley, captain of the forecastle; Samuel Crawley, ordinary seaman; Patrick M'Cuen, ordinary

seaman; Thomas Douglas, landman; John Simpson, landman; Charles Duttan, landman; William Foster, landman; John Belton, landman.

Dangerously wounded.—Charles Still, ordinary seaman; John Stone, landman; James Lawson, landman; Samuel Ormes, boy.

Severely wounded.—John Cray, second captain of the forecastle; Richard Powell, pilot; Daniel Malden, captain of the foretop; William Rosslus, sail-maker's crew; Daniel M'Cuen, able seaman; John Moorcroft, private marine.

Slightly wounded.—Mark Shearman, boatswain's mate; Gilbert Duncan, captain of the main-top; John Hazard, captain of the after-guard; J. Collins, captain of the after-guard; Frederick Motss, able seaman; Michael Harnett, ordinary seaman; Balem Cosang, ordinary seaman; William Stevens, ordinary seaman; Andrew Blackwood, ordinary seaman; John Jackson, ordinary seaman; James Wilson, landman; George Piles, boy; Robert Crown, boy; Thomas Everington, landman; James Crosby, corporal of marines.——Total, 13 killed; 25 wounded.

David Boyter, Surgeon.

Edmund Palmer, Captain.

Killed and Wounded on board L'Etoile French Frigate.

40 killed; 71 wounded.

Copy of a Letter from Captain Rowley, of H.M.S. Eagle, addressed to Vice-admiral Sir Edward Pellew, Bart. and transmitted by the latter to John Wilson Croker, Esq.

SIR, *The Eagle, at Malta, February* 6, 1814.

Imagining it will be satisfactory to you, I take the liberty of mentioning, that on the night of the 3d instant, I found his Majesty's ships Apollo and Havannah at anchor off Brindisi, and a French frigate (the Uranie) on fire inside of the port.

Captain Taylor acquainted me, that the Uranie had escaped from Ancona on the 16th of January, and had been turned into Brindisi by the Cerberus; and that on his arrival there he sent in a message to know in what situation he was to consider the port of Brindisi, as he had understood the Neapolitan Government had joined the Allies, and declared war against France; he therefore could not comprehend their giving succour to an enemy's frigate.

After much conversation, it appears, that on the Apollo making a shew as if intending to go into the port of Brindisi, the Frenchman landed his powder and set fire to the frigate; as it blew fresh, and the tide was running strong, Captain Taylor had not time to write the particulars by me.

I have, &c.

C. Rowley, Captain.

Rear-admiral Griffith has transmitted to John Wilson Croker, Esq. a letter from Captain Wales, of his Majesty's sloop Epervier, dated the 23d February last, giving an account of his having captured the Alfred, American brig privateer, mounting fourteen long six-pounders, and two eighteen-pounders carronades, with a complement of one hundred and ten men, returning to Salem, after a twelve weeks' cruize, in which period she had only made three small captures.

And also a letter from Captain Robinson, of his Majesty's sloop Prometheus, dated the 8th March, reporting the capture of the American privateer schooner Lizard, of two long guns, and thirty-four men, out of Salem twelve days without taking any prize.

Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. to John Wilson Croker, Esq. dated on board H. M. S. Caledonia, off Minorca, February 24, 1814.

SIR,

I presume Rear-admiral Fremantle has already conveyed to their Lordships the statements, herewith transmitted, regarding the surrender of Cattaro and Zara.*

I have only to express my great satisfaction at the manner in which these services have been performed. The merits of those employed will not fail to receive their Lordships' approbation.

I have the honour to be, &c.

J. W. Croker, Esq. &c. Edward Pellew.

SIR, *Milford, Trieste, January* 17, 1814.

Herewith I have the honour to transmit a letter from Captain Hoste, of his Majesty's ship Bacchante, with the terms of capitulation for the surrender of the fort of Cattaro.

The exertions of Captains Hoste and Harper, and the officers and men employed under them, need no comment on my part, and I am aware will be duly appreciated by you. I have the honour to be, &c.

Sir E. Pellew, Bart. Th. Fremantle

SIR, *H.M.S. Bacchante, before Cattaro, January* 5, 1814.

I have much satisfaction in acquainting you, that, after ten days cannonade, the fortress of Cattaro surrendered by capitulation this morning to his Majesty's ships named in the margin.† The terms I granted to the garrison are, to lay down their arms on the Marine, to be transported to some port in Italy, to be considered prisoners of war, and not to serve against England or her Allies till regularly exchanged.

It is unnecessary I should enter further into detail, than to say, that by

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* An account of the surrender of Zara has already been inserted in the Gazette.

† Bacchante and Saracen.

the exertions of the officers and crews of both ships, our batteries were enabled to open from four different points on the castle and works at daylight on Christmas morning; that on the 1st January, two additional batteries, of eighteen and thirty-two-pounders, were opened, and played against the castle; and that on the 3d I had arranged every thing with the Chief of the Montenegrins, for a general assault, when the commandant, General Gauthier, sent out, expressing his wish to capitulate.

This morning the capitulation was signed, a copy of which I enclose, with the state of the garrison.*

Our loss, I am happy to say, has been trifling, one seaman killed, and Lieutenant Haig, of the royal marines, slightly wounded.

The mouths of the Cattaro are now freed of the enemy, Sir; and in bringing this business to a successful issue, the officers and men have exerted themselves to the utmost.

We have received no assistance but from a few Montenegrins; we have had to trust to our own resources alone, and we have found them in the zeal and perseverance which has actuated all parties. From the exertions of Captain Harper, of the Saracen, and Lieutenant Milbourne, of the Bacchante, two eighteen-pounders and two mortars were got up the range of mountains before Cattaro, to the astonishment of friends and foes; and what was deemed impracticable by the French General, was completed in ten days. The zeal and activity of Captain Harper are well known to you, Sir, and I assure you, in no instance have they been more conspicuous than on the present occasion—he is a most invaluable officer. It is my duty to mention the meritorious conduct of Lieutenants Milbourne, and Rees (acting), of the Bacchante, Lieutenant Hancock, of the Saracen, Mr. Vale, master of ditto, Lieutenant Haig, royal marines of Bacchante, Mr. Charles Bruce, midshipman of Bacchante; and the whole of the officers and men of both ships have tried to excel each other on this occasion.

The torrents of rain, and the fatigues and privations attending an attack of a fortress like Cattaro, at this season of the year, have been borne with a cheerfulness that entitled them to every praise. I cannot conclude this without acknowledging in the warmest terms the active assistance I have received from Captain Angelo, of Lieutenant-general Campbell's staff, who was waiting in Bacchante for a passage to join the Lieutenant-general at Zante; his zeal and ability have supplied many deficiencies on our part, and have considerably tended to the speedy reduction of the place.

I have, &c.

W. Hoste, Captain.

Rear-admiral Fremantle, &c.

APRIL 4.

Lieutenant Collins, flag-lieutenant to Rear-admiral Penrose, arrived here this morning, with a letter from Admiral Lord Keith to John Wilson Croker, Esq. transmitting one to his Lordship from the Rear-admiral, dated in the Gironde, Point of Talmont, E.S.E. about three miles, the 27th of March, giving an account of his having that day entered the river, and proceeded up to that anchorage with H.M.S. Egmont, the Andromache and Belle Poule frigates, and some smaller vessels, after receiving the fire of some forts and batteries at the mouth of the river, but without sustaining any loss from it.

On approaching Point Coubre, the enemy's line-of-battle ship Regulus,

* The Articles of Capitulation will be given in a future Gazette.

with three brigs of war, and some chasse marées, were discovered preparing to weigh from off Royan. The squadron gave chase to those vessels as high as the shoal of Talmont, where the Regulus and the brigs passed up through the very narrow channel to the north, apparently buoyed for the purpose, under protection of the strong batteries on each side the bay of Talmont; and the British squadron anchored outside the shoal.

The Rear-admiral highly commends the exertions of the officers under his orders, in successfully passing through the dangers of the navigation.

April 5.

The following are the Articles of Capitulation, referred to in Captain Hoste's letter, which appeared in the Gazette of the 2d instant.

(Translation.)

I, General of Brigade, Baron of the Empire, commanding the troops of his Majesty Napoleon, Emperor of the French, King of Italy, &c. in garrison at Cattaro, wishing to treat with the commander of the troops of his Britannic Majesty, besieging this place, have appointed for that purpose, (conformably with the 112th article of the 4th chapter of the State of Siege) Messrs. Fousche, captain, commanding the artillery, and Rameaux, my aide-de-camp, to propose to the said Commander the following articles for the surrender of the place, *viz.*

Art. I. The place of Cattaro and fort St. John shall be given up to the troops of his Britannic Majesty on the 10th of the present month of January.

Answer—The place of Cattaro and fort St. John shall be given up to the troops of his Britannic Majesty on the 8th of the present month of January.

Art. II. The troops of his Majesty the Emperor Napoleon, forming the garrison of Cattaro, shall march out of the place through the Marine Gate, with military honours, arms, and baggage. The officers will keep their arms.

Answer—The troops of the garrison of Cattaro shall march out of the place through the Marine Gate, with all military honours, arms, baggage (the officers will keep their's), and shall be embarked on board transport vessels, provided for the purpose, and conveyed to a port in Italy, to be considered as prisoners of war, and not to serve against Great Britain, or her Allies, until regularly exchanged.

Art. III. The troops of the garrison shall be embarked on board his Britannic Majesty's ships of war, and conveyed to Venice or Ancona, or any other part of the kingdom of Italy, at the expence of the British Government.

Answer—Ancona and Venice, being in a state of siege, the garrison cannot be landed there, but the general may choose some other port between Ancona and Brindisi.

(The garrison is to be conveyed to Fermo.)

Art. IV. The sick, who may be fit for removal, shall be embarked on board the same vessels as the garrison.

Those who may remain in the hospital, shall be treated with care and humanity; they are recommended to the generosity of the British Government: and as soon as they shall recover, they shall be conveyed to Venice or Ancona, at the expence of the British Government.

Answer—Granted in every respect: when recovered they shall share the fate of the garrison

Art. V. The military and the employés, whether of the land or naval services, subjects of his Majesty the Emperor Napoleon, taken either at Castel Novo, Perasto, Isle St. George, Budua, or Fort Trinity, or in the

armed vessels, and who are still in the province of Cattaro, shall be united with the garrison and share its fate.

Answer—Granted.

Art. VI. The subalterns and soldiers shall keep their knapsacks; and the officers their effects, which shall be put on board the same vessels with themselves. The trunks, chests, and portmanteaus, shall not be visited.

Answer.—Granted; with an understanding that no breach of private property or the Government magazines, shall be committed.

Art. VII. The public functionaries, and civil and military employés, who may follow the garrison, shall be treated in the same manner, and according to their rank and employment.

Answer—Granted.

Art. VIII. All the accountable employés of the different administrations, whether civil or military, shall carry away their registers and papers of accounts.

Answer—Granted.

Art. IX. The wives, children, and servants belonging to the military, the public functionaries, and the employés, shall accompany them.

Answer—Granted.

Art. X. The individuals of the country who may have filled situations under the Government, as well as any others, who wish to follow the garrison alone, or with their families, shall be allowed to do so without molestation; they shall be treated according to their rank and employment; their relations and their properties shall be respected.

Answer—Granted.

Art. XI. No individual, whether of the province of Cattaro or of Montenegro, shall be allowed to approach the place of Cattaro, nor come on board any vessel in the port, before all the garrison shall be embarked on board the ships designated by Art. III. and shall be at a distance from the place.

Answer—Granted.

Art. XII. The English Commander engages and promises to cause the persons and property of the military, public functionaries, employés, &c. who quit the place, to be respected, during the whole time that the vessels in which they are embarked may remain in the channel of the mouths of Cattaro, and until they shall have arrived at their destination.

Answer—Granted.

Art. XIII. The inhabitants of the town of Cattaro, of whatsoever rank or condition, shall be respected, together with their property: those who have filled employments under the French Government shall not be molested; they shall not suffer any ill treatment on account either of their past conduct, or of their political opinions.

Answer—Granted.

Art. XIV. The title-deeds and other papers in the records of the courts of justice, and those relating to the several branches of administration, shall be respected and preserved.

Answer—Granted.

Art. XV. Officers shall be appointed on each side for the delivering up of the magazines and artillery of the place and fort.

Answer—Granted: but an English officer shall be received to-morrow morning to make, in concert with a French officer, an inventory of the magazines and artillery of the place and fort.

Art. XVI. If from the present time to the 10th of this month, the period fixed by the first article for the surrender of the place, the troops of his Majesty the Emperor Napoleon should approach it to raise the blockade, the present convention shall be considered as null and of no effect.

Answer—Answered in the first article. In the event of the troops of his Majesty the Emperor Napoleon approaching the garrison before the 8th instant to raise the blockade, then the present convention shall be considered as void and of no effect.

At the head-quarters at Cattaro, the 4th January, 1814.

The General of Brigade, Baron of the Empire,

Gauthier.

W. Hoste,

Captain in the Navy, and Commanding Officer of the British Forces at the Mouths of Cattaro.

Seen and ratified by us,

General of Brigade, Baron of the Empire; Cattaro, the 6th of January, 1814,

Gauthier.

State of the Garrison of Cattaro, on the 6th January, 1814.

Staff—1 general de brigade, 1 aide-de-camp, 1 adjutant.

Gendarmerie—1 lieutenant, 13 subalterns and privates.

Artillery—1 captain, 15 subalterns and privates.

Engineers—2 privates.

1st Batt. of the 3d Croat Regiment—1 chef de battalion, 1 lieutenant and adjutant, 1 sub-lieutenant, 15 subalterns and privates.

3d Batt. of the 4th Regiment of Italian Light Infantry—2 captains, 3 lieutenants, 3 sub-lieutenants, 234 subalterns and privates.

Total—16 officers, 279 subalterns and privates.

Certified by me, General de Brigade, and Baron of the Empire; Cattaro, January 6, 1814,

Gauthier.

APRIL 9.

List of Captures made by the Channel Fleet, from the 1st January to 31st March 1814, *not before reported.*

French chasse marée Felicité, of 60 tons and 1 man, from Bourdeaux, bound to Nantes, captured by the Telegraph, December 30, 1813. French galliot Hercules, of 134 tons and 5 men, from Oleron, bound to Nantes, captured by the Telegraph, December 29, 1813. French chasse marée Heureuse, of 25 tons, from Bourdeaux, bound to Morlaix, captured by the Brest squadron, Dec. 26, 1813. French chasse marée Les Amis Reunis, of 30 tons, from Bourdeaux, bound to Morlaix, captured by the Brest squadron, same date. French chasse marée La Fleurede Villaine, of 40 tons, from Bourdeaux, bound to Morlaix, captured by the Brest squadron, December 26, 1813. French chasse marée marked A, of 40 tons, from Bourdeaux, bound to Morlaix, captured by the Brest squadron, same date.

Portuguese brig Pacquet de Lisboa, of 2 guns, 150 tons, and 12 men, from St. Salvador, bound to Lisbon, recaptured by the Madagascar, January 14, 1814. American schooner Hannah, of 79 tons and 9 men, from Marblehead, bound to France, captured by the Conquestador, January 15, 1814. English brig Zephyr, of 113 tons and 7 men, from Cadiz, bound to London, recaptured by the Surveillante, January 6, 1814. English ship Rachael and Ann, of 14 guns, 226 tons, and 20 men, from Buenos Ayres, bound to London, recaptured by the Cydnus, January 8, 1814. American schooner Joseph, of 63 tons and 8 men, from Boston, bound to France, captured by the Royalist, Jan. 18, 1814. French schooner Virginié, of 90 tons, from Brest, bound to Rochelle, captured by the Ajax, January 21, 1814. French chasse marée L'Aimable, of 40 tons, from Bourdeaux, bound to Quiberon, captured by the Arrow, December 15, 1813. French brig Mathurien, of 90 tons and 5 men, from Brest, bound to Morlaix, captured by the Clarence, January 8, 1814. French sloop Henriette, of 62 tons, from Brest, bound to Morlaix, captured by the Clarence, same date. Spanish ship St. Juan Baptiste, of 600 tons and 22 guns, from Lima, bound to Cadiz, recaptured by the Menelaus, February 16, 1814. Spanish brig Barcelona, of 200 tons and 14 men, from Havanna, bound to Cadiz, recaptured by the Rippon, February 15, 1814. American schooner Sally, of 61 tons and 5 men, from Salem, bound to France, captured by the Derwent, January 21, 1814. English brig Favourite, of 126 tons and 6 men, from Waterford, bound to Bilboa, recaptured by the lightning, March 18, 1814. Papenburgh galliot Hoop, of 94 tons and 5 men, from Bristol, bound to St. Sebastian's, recaptured by the Seahorse, March 22, 1814. Swedish ship Maria Christina, of 350 tons and 20 men, from Amelia island, bound to Gottenburgh, recaptured by the Pactolus, March 25, 1814. French galliot North Star, of 80 tons and 5 men, from Isle Rhé, bound to Nantes, captured by the Telegraph, March 10, 1814.

Keith, Admiral.

APRIL 16.

A letter has been transmitted to this office, addressed by Captain Coode, of H.M.S. Porcupine, to Rear-admiral Penrose, dated in the Garonne, above Pouillac, the 2d instant, giving an account of the capture or destruction of a flotilla of the enemy, by the advanced boats of the British squadron, under Lieutenant Dunlop, of the Porcupine.

The flotilla was observed at daylight, proceeding drown from Blaye to Talmont, and, on the approach of the boats, the vessels were run on shore, and their crews, with about two hundred soldiers from Blaye, lined the beach to protect them; but Lieutenant Dunlop landing with a detachment of seamen and marines, drove them with great loss into the woods, and remained till the tide allowed the greater part of the vessels to be brought off.

One gun-brig, six gun-boats, one armed schooner, three chasse marées, and an Imperial barge, were captured; and one gun-brig, two gun-boats, and one chasse marée, burned.

This service was performed with the loss of two seamen missing, and 14 seamen and marines wounded; and the gallantry and good conduct of Lieutenant Dunlop, and the other officers and men employed on the occasion, are highly commended by Rear-admiral Penrose and Captain Coode.

Copy of a Letter from Captain Hope, of H.M.S. Endymion, addressed to Admiral Sir J. B. Warren, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H.M.S. Endymion, at Sea, Dec.* 4, 1813.

When in the execution of your orders to join H.M.S. Valiant, I have the satisfaction to inform you, that yesterday, after a hard run of eight hours, we captured the Perry letter of marque, a remarkably fine American schooner, of two hundred and thirty tons measurement, just off the stocks, and copper fastened. I have, &c.

H. Hope, Captain.

To the Rt. Hon. Sir J. B. Warren, Bart. and K.B. Commander-in-Chief, &c.

Copy of a Letter from Captain Pechell, of H.M.S. San Domingo. addressed to Admiral Sir J. B. Warren, and transmitted by him to John Wilson Croker, Esq.

SIR, *H.M.S. San Domingo, at Sea, dated March* 1, 1814.

I have the honour to inform you that H.M.S. under my command, captured this day, after a chase of eight hours and a half, the American letter of marque brig Argus, armed with thirteen carriage guns and sixty-five men, from Savannah, bound to the Havannah, out five days.

I have the honour to be, &c.

S. John Pechell, Captain.

The Rt. Hon. Adm. Sir J. B. Warren, Bart. and K.B. &c.

APRIL 19.

Admiral Lord Keith has transmitted to John Wilson Croker, Esq. despatches addressed to his Lordship by Rear-Admiral Penrose, dated in the Gironde from the 6th to the 9th instant, by which it appears that the navigation of that river was completely cleared as far as Blaye, the whole of the French naval force, as well as the batteries on both banks, having been either captured or destroyed.

H.M.S. Centaur, having arrived in the Gironde on the evening of the 6th, every thing was prepared for making an attack with that ship and the Egmont, on the French line of battle ship Regulus, and the three brigs of war and other vessels lying near her, as also on the batteries which protected them; when at midnight the French ship and brigs appeared in flames, and were totally burnt by the next morning.

The batteries at Point Coubre, Point Negre, Royan, Sonsac, and Meché were successively entered and destroyed by a detachment under Captain Harris, of the Belle Poule.

The communication between the squadron and Bourdeaux, was completely established by dragoons; and the Rear-Admiral was concerting operations with Lord Dalhousie for the reduction of Blaye.

Vice-admiral Domett has transmitted to John Wilson Croker, Esq. a letter addressed to Lord Keith, by Rear-Admiral Lord Amelius Beauclerk,

dated on board the Royal Oak, in Basque Roads, the 12th instant, inclosing a letter which he had received from the General of Division, Baron de la Raffiniere, Commander in Chief at La Rochelle, stating, that, in the name of his division, he had acknowledged his Majesty Louis the Eighteenth, and ordered the white flag to be hoisted; and proposing to the rear-admiral a suspension of hostilities, until further orders should arrive from the respective governments.

Lord Amelius Beauclerk, in reply, consented to suspend hostilities towards La Rochelle, the coast of France, and its commerce, where the authority of Louis the Eighteenth might be acknowledged.

Vice-Admiral Domett has also transmitted a letter he had received from Rear-Admiral Sir Harry Neale, dated on board the Zealous, in Donarnenez-Bay, the 14th instant, stating, that, on the preceding evening a deputation of the principal inhabitants of Donarnenez came off to the ship, with the information of a general declaration throughout France in favour of the Bourbons; and that, on the morning of the 14th, the white flag was displayed upon all parts of the bay.

The Rear-Admiral, at the request of the inhabitants, promised that the coasting-trade, within the limits of his station, should not in future be molested.

Copy of a Letter from the late Captain Taylor, of H.M.S. Apollo, addressed to Rear-Admiral Fremantle, and transmitted by Rear-Admiral Sir John Gore, to John Wilson Croker, Esq.

SIR, *H.M.S. Apollo, Channel of Corfu, Feb. 16, 1814.*

It blowing very hard from the northward on the 6th, I took the opportunity of running to Zante, to propose measures for commencing hostilities against Corfu, and as a preliminary, to take the island of Paxo.

His Excellency Lieutenant-General Campbell readily came into my views, and gave me a carte blanche for all the troops which could be spared from St. Maura, with a few of the 2d Greek light infantry, from Cephalonia, and placed these forces under Lieutenant-Colonel Church, of the latter corps.

On the 13th, we landed under the lee of the island, in a hard southerly gale, and rain, with the above Greeks, a party of seamen and marines of the Apollo, a detachment of the 35th regiment, and of the Royal Corsican Rangers, making the whole one hundred and sixty men.

The movements of the troops, under Lieutenant-Colonel Church, through the length of this rugged island were so rapid, that we gave the enemy barely time to prepare for resistance, and, in consequence of their confusion, succeeded without firing even one musket.

The force of the enemy were one hundred and twenty two men (without the militia), and an enclosed fort of three guns, well calculated for a defence against a surprise, being upon an elevated island, which forms the harbour.

I have the honour to be, &c.

R. W. Taylor.

To Thomas F. Fremantle, Esq.
Rear-adm. of the White.

Promotions and Appointments.

WHITEHALL, *May* 7.—His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland unto Sir John Beresford, Knight, Captain in the Royal Navy, and the heirs male of his body lawfully begotten.

WHITEHALL, *May* 14.—His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant the dignity of a Viscount of the United Kingdom of Great Britain and Ireland unto the Right Hon. George Lord Keith, Knight of the Most Honourable Order of the Bath, Admiral of the Red Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten, by the name, style, and title of Viscount Keith.

His Royal Highness the Prince Regent has also been pleased, in the name and on the behalf of his Majesty, to grant the dignity of a Baron of the United Kingdom of Great Britain and Ireland unto Sir Edward Pellew, Baronet, Vice-admiral of the Red Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten, by the name, style, and title of Baron Exmouth, of Canonteign, in the county of Devon.

WHITEHALL, *May* 14.—His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant to the Hon. William Cornwallis, Admiral of the Red Squadron of his Majesty's Fleet, the offices or places of Vice-admiral of the United Kingdom of Great Britain and Ireland, and Lieutenant of the Admiralty thereof, and also of Lieutenant of the Navies and Seas of the said United Kingdom, in the room of the Right Hon. Alexander Viscount Bridport, deceased.

His Royal Highness has also been pleased, in the name and on the behalf of his Majesty, to grant to William Young, Esq. Admiral of the White Squadron of his Majesty's Fleet, the offices or places of Rear-admiral of the United Kingdom of Great Britain and Ireland, and of the Admiralty thereof, and also of Rear-admiral of the Navies and Seas of the said United Kingdom, in the room of Admiral the Hon. William Cornwallis.

WHITEHALL, *May* 23.—His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and grant unto Thomas Francis Fremantle, Esq. Rear-admiral of the White Squadron of his Majesty's Fleet, his Majesty's royal licence and permission that he may accept and wear the insignia of a Commander of the Imperial Military Order of Maria Theresa, which his Imperial Majesty the Emperor of Austria hath been pleased to confer upon him, in testimony of the high sense which that Sovereign entertains of the distinguished gallantry and conduct displayed by the said Rear-admiral (in co-operation with the Imperial troops) on the coast of the Adriatic; provided, nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege appertaining unto a Knight Bachelor of the realms: And his Royal Highness hath been further pleased to command, that the said royal concession and declaration be registered, together with the relative documents, in his Majesty's College of Arms.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and grant unto the undermen-

tioned Officers, his Majesty's royal licence and permission that they may respectively accept and wear the insignia of a Knight of the Imperial Military Order of Maria Theresa, with which His Majesty the Emperor of Austria hath honoured them, in testimony of the high sense which that Sovereign entertains of their distinguished gallantry and services (in co-operation with the Imperial troops) on the coast of the Adriatic. —[The provisions and order respecting registry are the same in this as in the preceding concession.]—Charles Rowley, Esq. late Captain of his Majesty's ship Eagle.—William Hoste, Esq. late Captain of his Majesty's ship Bacchante.—Fairfax Moresby, Esq. Commander of his Majesty's sloop Weazle.

ADMIRALTY OFFICE, *May* 7.—His Royal Highness the Prince Regent has been pleased to appoint, in the name and on the behalf of his Majesty, the Right Hon. John Earl of St. Vincent, K.B. Admiral of the Red, to be General of his Majesty's Royal Marine Forces, in the room of the Right Hon. Alexander Viscount Bridport, K.B. deceased.

And also to appoint Sir Richard Onslow, Bart. Admiral of the Red, to be Lieutenant-general of the said Royal Marine Forces, in the room of the Earl of St. Vincent, promoted.

Rear-admiral the Hon. Charles Elphinstone Fleming is appointed to command at Gibraltar, in the room of Admiral Linzee.

Captain Codrington is appointed Captain of the North American Fleet, in the room of the Hon. Captain H. Hotham.

The Hon. Captain Blackwood is appointed Captain of the Fleet commanded by the Duke of Clarence, and Captain Charles Adam to command the Impregnable, his Royal Highness's flag-ship, in the room of Rear-admiral Bedford and Captain Loring.

Captain Eyles commands the Queen Charlotte yacht.

Sir John P. Beresford to command the Royal Sovereign yacht, and the Hon. Orlando Bridgeman and the Hon. George Campbell, to be her lieutenants.

Captains, &c. appointed.

Captain G. H. Guion, to the San Juan; ——— M'Duff, to the President; John Hancock, to the Liffy; Hon. G. Douglas, to the Levant; James Hill, to the Medina yacht; A. Farquhar, to the Liverpool; W. H. Dobie, to the Ethalion; G. W. H. D'Aeth, to the Bucephalus, *armée en flute*; ——— Hamilton, to the Havannah; ——— Black, to the Rainbow; ——— Bartholomew, to the Erebus (fitted to throw Congreve's rockets into the American towns, for which purpose she will shortly sail); ——— Forbes, to the Harrier; B. Stow, to the Pelorus; B. Hall, to the Victor; J. Shiffner, to the Sphynx; ——— Lempriere, to the Trent (the flag-ship of Admiral Sawyer); Henry Bazely, to the Bombay, 74, *vice* Captain George Parker, who resigns; G. Langford to the Alpheus frigate; —— Wemyss, of the Pylades, to the rank of post-captain; —— Roberts, of the Merope, to command the Pylades; —— Suckling, to the Merope; —— Cornish, acting, to the Rainbow; —— Stow, of the Pelorus, to the Brilliant, 74, taken at Genoa; Lord Algernon Percy, to the Caledonia; —— Hole, to the Pelorus; —— Dobbie, to the Ethalion; R. Hall, who commanded the flotilla at Sicily, to a command on the Lakes of Canada.

Lieutenants, &c. appointed.

Lieutenant G. Vallock, to the Egmont; Alfred Matthews, to the Hermes; George Dyer, to the Imogen; Richard Pottman, to the

Levant; G. Beazley, to the Cumberland; Thomas Daws, to the Bristol; James Murray (1), to the Thracian; Thomas W. Buller, to the Diomede; G. Stewart (1), to the Harlequin; G H. Daire, to the Havock; Thomas Townsend, to the Achille; Stephen Hilton, to the Desirée; Frederick Voller, to the Urgent; Richard Lloyd, to the Rippon; Charles Beales and George Ricketts, to the Liffy; William Bremder, to the Rover; John Mein, to the Warspite; John C Henslop, to the Diadem; Robert Pearce (1), to the Menelaus; Edward Curzon, to the New Castle; Thomas P. Clarke, to the Monmouth; S T. Dickins, is promoted to the rank of commander, and appointed to the Badger; W. Hutchinson, late Flag-Lieutenant to Admiral Fremantle, to the rank of commander; James Keene and D. J Dickson, to the Achille; John Heaslop, to the Dragon; Masters Norman, of the Royal George, to the rank of lieutenant; —— Kennedy, from the Sicilian flotilla, to the rank of commander, and to command the Swallow; T. Colby, E James, D. Mapleton, J. Bazalgette (from the Caledonia, America, Berwick, and Edinburgh), to the rank of commander, and to command the four new brigs of war taken at Genoa; —— Coghlan, of the Alcmene, to be a lieutenant of the Pylades; —— Johnson, of the Pylades, to be a lieutenant of the Caledonia; —— Franklin, of the Caledonia, to be a lieutenant of the Curaçoa; Hon. —— Campbell (son of Lord Cawdor), B. Molesworth, and J. F. Arrow, are promoted to the rank of commander.

Lieutenant Eastwood, to be Flag-Lieutenant, and Mr. Benjamin Chimmo, to be Secretary, to Admiral Fleming, at Gibraltar.

Captain Cochet is appointed agent for prisoners of war at Halifax.

The Lords of the Admiralty have promoted the Lieutenants of the Royal Sovereign and Royal Charlotte yachts, as well as some of the Midshipmen, who were serving at the conveyance of Louis XVIII. to France.

Mr. Skelton, of the Admiral's Office, Portsmouth, is appointed secretary to Commodore Codrington.

Mr. J. Phœnix is appointed a clerk in the Master Measurer's Department at Portsmouth.

Pursers appointed.

Mr. Bine, Purser of the Helicon, to the Valorous; Mr. Berryman, Clerk of the Rippon, to be Purser of the Helicon; Mr. Weymouth, Purser of the Alcmene, to be Purser of the Mulgrave, *vice* Finch, lost in a xebeck prize.

Masters appointed.

William Yeames, to the Liffy; E. Lott, to the Alpheus; A. Johnstone, to the Crocodile; W. Honnor, to the Hyperion; J. Bartie, to the Primrose; A. Moore, to the Calypso; R. Collins, to the Menelaus; C. W. Taylor, to the Rosamond; C. Bransfield, to the Goldfinch; W. Beach, to the Pigmy; F. E. Pearce, to the Eclair; A. Lewis, to the Minorca; J. Grunside, to the Royal Oak; W. Lowes, to the Puissant; D. M'Donald, to the Diligent store ship; A. Horn, to the Raven; R. West, to the Bahama; William Reed, to the Sprightly; W. Brodie, to the Ampnion; W. Norsworth, to be superintending master at Chatham.

List of Midshipmen passed for Lieutenants.

Sheerness.—Jos. Nias, J. B. Crowe, Charles Hill.

Portsmouth.—J. B. Gulliver, W. Douglas, W. H. Geary, C. Witham, Joseph West.

Plymouth.—William Clifton, Thomas Stanes, R. B. James, Robert Hagen, G. Gallagher, Vere White.

Surgeons appointed.

John Griffith, to the Trave; James Wilson, to the Hermes; R. Rainey, to the Goldfinch; Alexander M'Glashan, to the Bucephalus; Charles Kent, to the Esk; James Heron, to the Liffey; John Anderson (2), to the Procris; James Foy, to the Nymphen; George Colls, to the Drake; William Dykes, to the Eclair.

Assistant-surgeons.

Robert Gourley, to the Zealous; William Porteous, to the Pelter; William Crighton, to the Salvador del Mundo; Alexander Dunbar, to the Weser; John Drummond, to the Leeward Islands; George Black, to the Protector; Robert Guthrie, Halifax, as supernumerary; George Robarts, to the Queen Charlotte; Watson Seales, to the Bucephalus; David Gillathie, to the Myrtle; William Land, to the Liffey; John Havard, to the Liverpool; Thomas Conolly, to Haslar Hospital; G. T. Mellet, to the Trave; William Dunbar, to the Camel; William Bell (3), to the Batavier; John Walker, to the Portsmouth naval transport.

BIRTHS.

At Madras, the lady of Commissioner Puget, of a daughter.

May 11, at Tamerton Foliott, Mrs. Halloran, wife of Lieutenant Halloran, R.M. of a son.

May 14, at Stoneham, the lady of Captain Christian, of H.M.S. Iris, of a son.

May 15, at Teignmouth, Devon, the lady of Captain Pellew, R.N. M.P. of a son.

MARRIAGES.

Lately, at Chippenham, Lieutenant Day, R.M. to Mrs. Bagnell, widow of Lieutenant Bagnell, of the same corps.

Lately, at Madras, Captain C. Hawkey, of H.M.S. Baracouta, to Miss Pater, daughter of Major-general Pater, of the Honourable Company's service.

Lately, Captain J. F. Maples, R.N. to Mrs Carthew, widow of John Carthew, Esq. of Woodbridge.

April 19, at Plymouth, James Little, Esq. surgeon R.N. to Mary, eldest daughter of Captain Somerville, of H.M.S. Rota.

April 27, at Stoke Church, Mr. Timothy Bullmore, captain of the Mary, eldest son of Richard Bullmore, Esq. of South Shields, to Miss Mary Ann Bailey, eldest daughter of Mr. James Bailey, Vine, Gosport.

April 28, at Helston, Cornwall, the Rev. C. Bryan, rector of Wolaston, Gloucestershire, to Ellen, only daughter of the late Admiral Kempthorne.

DEATHS.

Lately, at Emma place, Plymouth, Captain Colgrave, R.N. upwards of 50 years in the service of his country.

Lately, at Haslar Hospital, Captain Lyall, R.N. lately returned from captivity in France.

Lately, at Clifton, near Bristol, the lady of Rear-admiral Halkett, of Catherington, Hants.

Lieutenant Carpenter, formerly of the Algerine, was unfortunately drowned, a short time since, on his passage from Bermuda to Halifax, by the vessel foundering which he was on board of.

Lately, on the Jamaica station, Captain George Robbin, of H.M.S. Snake.

Lately, in Bengal, Charles Mullins, Esq. surgeon R.N.

Lately, at Madras, the daughter of Captain Prior, of H.M.S. Minden.

Lately, in the East Indies, Mr. St. Vincent Wells, of H.M.S. Clorinde, fifth son of the late Vice-admiral Wells.

The wife of Captain C. Court, Marine Surveyor General.

Lately, at Calcutta, J. Blythe, Esq. in the 78th year of his age, formerly a commander in the country service. Captain B. went to India in 1763, and by industry and economy accumulated a large fortune, of which, it is said, he has bequeathed 10,000*l.* to Greenwich Hospital; the principal part of the remainder, amounting to nine or ten lacks of rupees, is left to his grandchildren.

December 12, at Calcutta, of a typhus fever, in his 15th year, Mr. John Egerton, of H.M.S. Stirling Castle, younger son of the Rev. Charles Egerton, rector of Washington, in the county of Durham.

January 21, Captain J. Campbell, commanding the Three Friends, of Youghal, was wrecked off the Old Head of Kinsale; his body has since been found. It will be recollected, that Captain Campbell was, about twelve months ago, captured by the Juliet French privateer, Captain Marencourt, who, on finding that he was a Brother Free-mason, restored him to his liberty and vessel, for which the Union Lodge, of No. 13, of Limerick, voted Captain M. a beautiful piece of plate, value 100*l.* and he was also thanked by No. 271. Captain Campbell was a member of No. 271 of that city. He has left a widow and four orphans, who reside in Youghal; all his property was lost in his vessel.

March 9, in the attack upon Bergen op-Zoom by storm, Brigadier-general Arthur Gore, of the 33d regiment of foot, and younger brother of Rear-admiral Sir John Gore, Knt.—This lamented officer was the third son of the late Major Gore, for many years resident Governor of the Tower of London. He was educated at Dr. Thompson's school, at Kensington, which he quitted about the year 1784, on being presented with an ensigncy by his friend and patron the late Earl Cornwallis. His regiment was several years stationed in India; and the subject of this notice was present at the principal actions that occurred in that quarter of the globe, particularly at the attack and capture of Seringapatam, where he much distinguished himself. General Gore was married some years since; and his lady in February last was delivered of her *first* child, a daughter.

May 2, at his house in Great Pulteney-street, Bath, in the 87th year of his age, Alexander Hood, Lord Viscount Bridport,* K.B. Admiral of the Red, Vice-admiral of England, and a General of the Royal Marines. The Viscount was twice married, but has left no issue. He was brother to Samuel Viscount Hood, and was created a Peer of Ireland in 1794, Baron Bridport in 1796, and Viscount Bridport in 1801, both in Great Britain. The Hon Samuel Wheeler Hood, second son of Henry Lord Hood, of Catherington, M.P. for Heytesbury, succeeds to the Irish title of Lord Bridport.

* A Memoir is given of this Officer in Vol. I. of the N. C. for the year 1799.

May 18, at his house at Plymouth-dock, Mr. Marshall Barker, who was many years master shipwright at Plymouth dock-yard.

The Honourable Lieutenant-colonel W. Hood, eldest son and heir apparent of Lord Hood, of Catherington, assistant-adjutant-general to the 2d division, who fell in the enterprise of driving the enemy from Aire, on the 2d of March, the last of the achievements mentioned in Lord Wellington's despatches of the 4th of March. Lieutenant-colonel Hood was a most amiable young man, and an excellent officer; he was married to the daughter of Sir A. S. Hammond, late comptroller of the navy; whom he has left with a very young (but not numerous) family to lament his loss. He was in the 33d year of his age.

The following letter from Captain Stewart, of the Amphion, to J. Champion, Esq. late of Gloucestershire, details an account of the late unsuccesful attack on some French brigs, under Fort Lillo, in the West Scheldt, made by the boats of that ship, under the direction of his son, William Brydges Champion, the first lieutenant, in which he unfortunately fell. We sincerely condole with his friends and the country for the early loss of a young man of such high character and promise:—

"DEAR SIR, "*Amphion, in the Scheldt, March* 8, 1814.

"I am aware of the distress this letter will occasion you; but as the sad news must reach your ear, I take up my pen to perform the mournful task, in case you should hear from other quarters the business in a mutilated style. Your gallant son left this ship on Sunday morning, with four boats, to attack two French brigs, in the West Scheldt, determined to cut them out, or lose his valuable life in the attempt. On their arriving at the spot where the brigs were lying, instead of two brigs he found five; however, nothing could damp his undaunted spirit, he instantly resolved upon attacking, though the force of the enemy was at least in a proportion of *ten* to *one*. Unfortunately, in the first onset he was most severely wounded, and our boats were repulsed with great loss. He was brought on board the frigate, when he underwent amputation of his right thigh. The manner in which he bore his sufferings is beyond the power of human praise—not a groan did he utter. The surgeon had hopes of his recovery from his wound, but a most desperate one in the back put a termination to his existence. He died free from pain, with a smile on his countenance, expressive of his pleasure at the praises his ship-mates were bestowing on his gallant conduct. He was consoled in his last moments by the conviction that he had fallen in a glorious cause—that the brave fellows he had led into action had done their duty as became British seamen—and that another wreath of laurel was added to the brows of his countrymen. The officers and crew of his ship have unanimously voted a monument to be erected over his remains, which will to-morrow be attended to the grave with all that solemnity and respect so gallant a fellow, in such a cause, merits; for myself, that have known him for so many years, the loss is doubly afflicting. I am at once deprived, in my official capacity, of my right hand, in my private one of a bosom friend. It is a mournful subject, and a son possessed of such a mind is, indeed, a great loss; but I trust, Sir, you will receive the shock with that firmness I am convinced you possess: that it was an enviable death none can deny, and that it was the height of his ambition to fall in the cause of his country, we are all perfectly aware of. It only remains for me to add, how happy it will make me to render you any service, and that I shall duly attend to any communication you may make.

"I am, dear Sir,

"Your afflicted and most obedient Servant,

"J. P. STEWART, Captain."

BIOGRAPHICAL MEMOIR

OF

WILLIAM ALBANY OTWAY, Esq.

VICE-ADMIRAL OF THE WHITE SQUADRON.

IF the following biographical sketch does not abound with matter equally interesting with the preceding memoir, it is nevertheless proper that an account of the life of an officer who has filled so many important situations in the line of his profession, should be found in the NAVAL CHRONICLE. We have reason to believe, and, indeed, we have written to that effect to Admiral Otway, that in the answers returned to our *standing interrogatories*,* the narrator was much more solicitous to protect himself from the imputation of egotism, than to do justice to his merits. When, in compliance with the request of the Editor of the NAVAL CHRONICLE, Admiral Otway transmitted a succinct narration of his professional career, he modestly observed, "my public services have never been of sufficient importance to occupy the pages of your valuable work. I have never been fortunate enough to be placed in any conspicuous situation, so as to call forth whatever energies or merit I may have possessed in my younger days. I have, however, filled up your paper (here inclosed) with a memorandum of the times of my promotion, with whom I served, &c. not any of which, as I before observed, can be considered as deserving of public notice."—After this unassuming declaration—as far as the admiral is concerned, criticism must stand disarmed, and the publication of his memoir be received as the sole act of the Editor.

This officer was placed in rather an embarrassing situation, by having been requested to transmit an account of his own—*death and burial!*—Opposite to this *premature* demand, the Admiral wrote "*all in good time.*"

We congratulate him on his recent promotion, and heartily wish he may enjoy many years of uninterrupted health and happiness, before it shall fall to the lot of any one to transmit us an account of his funeral obsequies; nor would he have been requested to perform that melancholy ceremony himself, if it had not been omitted to erase from the list of biographical queries, that which only related to *deceased officers.*

* See Plutarch's biographical queries, N.C. Vol. XXVIII. p. 114.

William Albany Otway, Esq. now Vice-admiral of the White, and commander-in-chief in Scotland, was born in the year 1756, and descended from an antient family of that name, originally residing in the West Riding of Yorkshire, on the borders of Westmoreland, of which family one branch migrated to Ireland, and held considerable property in the county of Tipperary.

In 1765, at the age of nine years, this gentleman made his first entry in the service, as a naval officer, on board H. M. S. Africa, under the command of Captain Leveson Gower, afterwards in the Dreadnought, Sir William Burnaby's flag-ship: he next served on board the Niger, Captain Banks, in the Mediterranean Sea,—thence he removed to the Prudent, Captain Sir John Clerke. He was made lieutenant by Sir Robert Harland, in the East Indies, in 1772, and served in the Lark frigate, Captain Richard Smith, on the American station, which frigate, with several others, was burnt at Rhode Island, to prevent her falling into the hands of the enemy. Lieutenant Otway was then appointed by Captain Brisbane,* the senior officer, to the command of Goat Island battery, for the defence of the harbour and town of Newport, against the attacks of the French fleet, under the command of Count D'Estaing: for his meritorious conduct in this service, Lieutenant Otway was honoured with the thanks of Lord Howe. On his return to England in 1789, Mr. Otway was appointed first of the Triumph, Captain Phillip Affleck, in which important post, he was present in different actions fought with the French fleet under Count De Grasse, until 1782, when he was removed to the Sandwich, where he was promoted to the rank of commander, into the Vesuvius bomb, at St. Eustatia, by Admiral Sir George Rodney. He afterwards served in the Bacchante, and the King's-Fisher, which latter, at the end of the war in 1783, was paid off, but re-commissioned, and sent on the Mediterranean station, where she remained upwards of three years, and was paid off at Deptford in 1786. Captain Otway was soon afterwards appointed to command the Scorpion, from which ship, 1st December, 1787, he was made post, and in 1788 appointed to command the Pegasus on the Newfoundland station. From the Pegasus,

* See the memoir and portrait of his son, Captain Brisbane, N. C. Vol. XX. and the account of the burning the squadron at Rhode Island, *idem*, p. 82, 83.

Captain Otway was removed to the Centurion,* destined for the flag of Admiral Philip Affleck, commander-in-chief on the Jamaica station, where he remained till 1792—was paid off in the month of August in that year, and in the following December was appointed to command the Boyne, of 98 guns, intended for the flag of Captain Philip Affleck,† but that ship being afterwards destined for the flag of Lord St. Vincent,‡ then Sir John Jervis, Captain Otway was superseded by the Honourable George Grey, and appointed to the Belliqueux, and shortly afterwards to the Powerful, on the Jamaica station, where, unfortunately losing many men by the yellow fever, all the wardroom officers except two, and a number of fine young men from the quarter-deck, he came home, and the Powerful was paid off at Portsmouth the latter end of 1794.

In our 2d Volume, p. 243, is an account of this officer, when commanding the Trent, having sent in his boats, covered by his ship, into a small bay near Porto Rico, where he stormed a battery, cut out a ship and a schooner; and the enemy scuttled two others.

Captain Otway commanded the Ganges in the ever-memorable battle of Copenhagen. See the Gazette Extraordinary, N.C. Vol. V. p. 350—The Admiral, in his reply to our biographical queries, passed altogether over this honourable feature of his professional services. That the Ganges bore a distinguished part on that glorious day, see a letter from an officer on board that ship, *idem*, p. 338, &c.

Captain Otway succeeded Sir John Borlase Warren § in the command of the Flora, but was shortly afterwards appointed one of the Commissioners of the Transport Board. In 1802, Captain Otway was nominated one of the Commissioners of the Navy for the Mediterranean; which situation, in 1804, he resigned, and coming home, was appointed one of the Commissioners of the Board of Naval Inquiry.‖ Upon the reduction of that

* See N. C. Vol. XXI. p. 448.

† In the memoir of Admiral Affleck there is no mention of the *Boyne* having been appointed as the flag-ship of this officer.—EDIT.

‡ See memoir and portrait of Earl St. Vincent, N.C. Vol. IV. p. 1.

§ See the memoir and portrait of Sir John Borlase Warren, N.C. Vol. III. p. 33. Mention of his going out in the Flora, p. 339.

‖ Appointed with Admiral Vashon to succeed Sir C. Pole and Captain Nichol, N. C. Vol. XV. p. 176. For the proceedings of this Board, see N.C. Vol. IX. p. 441, to Vol. XVI. inclusively.

Board, he was appointed to the command of H.M.S. Glory,* and served in her under the orders of Lord Collingwood,† until his promotion to rear-admiral of the blue, 2d October, 1807: immediately after which he hoisted his flag, and served in the Ganges and Barfleur, as second in command, under Admiral Sir Charles Cotton, on the coast of Portugal.‡ Returning to England in 1809, on account of ill health, served as second in command under Admiral Montagu, at Portsmouth; where he continued until the Scheldt expedition took place, in which he served as second in command on board the Cæsar, under Sir Richard Strachan.§ On his return, Admiral Otway was appointed commander-in-chief in the River Thames,‖ and shortly afterwards he succeeded Sir Edmund Nagle,¶ as commander-in-chief in Scotland, which station he at present fills.

Admiral Otway married, in 1788, Hannah, the eldest daughter of George Burdon, Esq. of Hartford Bridge, in the county of Northumberland, by whom he had six children, three only of whom (daughters) are now living.

He attained the further rank of rear-admiral of the white, April, 1808;** rear-admiral of the red, July, 1810;†† vice-admiral of the blue, 1st August, 1811;‡‡ and vice-admiral of the white, 4th June, 1814.§§

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* Rear admiral Otway hoisted his flag on board of the Glory, of 98 guns, and has dropped down to St. Helen's to command the squadron lately under the orders of Admiral Keats.—N. C. Vol. XVIII. p. 517.

† See N.C. Vol. XV. p. 353, for a memoir and portrait of this officer.

‡ Rear-admiral Otway has left his apartments at Greenwich Hospital to hoist his flag on board the Lively frigate, Captain M'Kinley. Admiral Otway is to command under Sir Charles Cotton. N. C. Vol. XIX. p. 84. —The Victory to be the flag-ship of Rear-admiral Otway. Superseded Sir Sidney Smith, p. 173.

§ See Admiral Otway's gazette letter, N. C. Vol. XXII. p. 161.—Vol. XXIII. p. 77 and 78.

‖ See N. C. Vol. XXIII. p. 437.

¶ Rear-admiral Otway is appointed commander-in-chief at Leith, in the room of Sir Edmund Nagle.—N. C. Vol. XXIV. p. 171.

** *Idem.* Vol. XIX. p. 436. †† *Idem.* Vol. XXIV. p. 170.

‡‡ *Idem.* Vol. XXVI. p. 175. §§ *Idem.* Vol. XXXI.

NAUTICAL ANECDOTES, &c.

FETE TO NAVAL OFFICERS.

ON the 14th of May, the town of Rochfort was visited by several of the officers belonging to the British squadron at anchor in Basque Roads. They were assembled and lodged at the hotel of the prefecture of marine. On the day following, others succeeded, and experienced the same marks of attention.

On the 16th, about noon, arrived Rear-admiral Sir H. Neale, Captains Jones, Jackson, Cole, and other officers of his Britannic Majesty's squadron. The maritime prefect ordered the honours to be paid them which are due in France to general officers, and to superior officers of their rank. He lavished *(prodigua)* upon them every possible mark of courtesy and hospitality, with that peculiar grace which captivates no less in actions than in expressions. The entertainment which the prefect gave, and at which were General Baron de Coutard, commandant in chief at Rochfort; Baron Richard, prefect of the department; with M. Filleau, counsellor of prefecture; and the principal officers, civil and military functionaries of the town and port, was distinguished for the gaiety and cordiality which animated and pervaded the company.

Among the toasts proposed with joy and enthusiasm, were, Louis XVIII. given by Admiral Sir H. Neale, and drank, accompanied by a salute of 21 guns. Baron de Bonnefeux, maritime prefect, gave "the King of Great Britain," which was drank with equal rapture, and followed by a royal salute.

The rejoicings in the hotel quickly spread to the outside. The gardens, which were thrown open to the public, were filled with an immense assemblage. When the company came out after dinner to enjoy the pleasure of a walk in a delightful evening, the populace pressed upon them on all sides, unable to restrain their admiration at the marks of civility and friendship which the officers of the two countries mutually evinced, whose approximation and reconcilement appeared, a few weeks ago, impracticable. Every object in the town and in the harbour had the aspect of a grand fete.

The commanders of the British squadron passed the night at the prefecture, and, in the morning, the prefect shewed them every thing in the town that he conceived would be interesting to his guests. They re-embarked at the Vergeroux, where their boats were in attendance, at two o'clock in the afternoon, apparently highly gratified by the reception and hospitality they had met with on shore.

VORACITY OF A SHARK.

A SINGULAR circumstance occurred in February last at St. Vincent. A gentleman named Whitlow, sailing in a boat at night from the leeward part of the island to Kingston, and sitting in the stern sheets, a large shark, that had followed, made at length a spring at his intended victim, knocked off his hat, but, at the same time, fell into the boat. The gentleman, with

great presence of mind, immediately jumped up, and secured the voracious monster with a cloak, and some bandages. It measured 12 feet, and was of enormous weight.

ANALOGY BETWEEN BUONAPARTE AND THE ISLE OF ELBA.

He who has turned the course of things into another channel, who has interrupted what has been considered the natural progress of events, who has puzzled and confounded those who have been drawn within the vortex of his power, and astonished those without; who has absorbed in himself the powers of all who have come within his sphere, rendering himself the chief object of attraction, is now destined to inhabit an island, analogous to, or having similar qualities with himself. From the vast iron mines which the Isle of Elba contains, it possesses such magnetic powers as to render, within a certain distance, the needle of no use, or subject to such infinite variations as to puzzle the mariner who may come within its reach; thereby diverting the usual order of things, and drawing attention only to itself. The mariner, no longer depending on his compass, guides himself according to the bearings or direction of the object to which his eyes are necessarily directed.

INDIA SHIPPING.

Average Number of Ships employed in the East India Company's Service for the last five Years.

16 or 17 ships	from 1,000 to 1,200 tons	
14 do.	700 to 1,000	
16 do.	500 to 700	

Which, being replaced by ships built in England, would require annually, for cordage and sails,

For cordage.	For canvas.
1,375 tons hemp.	170 tons flax.
3,300 barrels of tar.	50 tons hemp.

Which would pay in duty	£13,600	
For freight in British ships, according to the present freights	11,500	
For landing charges	1,150	
		26,250
To be paid for labour, making into cordage, and the various expences attendant thereon	39,000	
Ditto for the manufacture of canvas	25,500	
Ditto making into sails	20,000	
		84,500
Abstract for duty, freight, &c.	26,250	
Ditto for manufacture	84,500	
		110,750

Exclusive of the cost of the raw material, insurance theron, and profit to the importer.

FLYING BACKSTAY.

Mr. Hoskins, master in the royal navy, and commanding the Sir Francis Drake store-ship, has contrived an out-rigger for the support of the top-gallant mast of a ship, to which is fixed a back-stay, called by sailors,

"Hoskins' flying back-stay," which can be shifted to answer any point of sailing in an instant of time, without sending a man off the deck. It has been proved to answer every requisite purpose; gives more support to the mast than all the other rigging, and the weight of all attached to the improvement does not exceed the common back-stay."

GALLANT ACTION.

THE following is a copy of a letter from Captain M'Arthur, of the ship Perceval, to his owners here, dated Bermuda, April 2, 1814:—

"GENTLEMEN—I take this opportunity of informing you that your ship Perceval arrived here, from Honduras, last Monday, with a fleet of six sail, under convoy of his Majesty's brig Emulous, after a passage of four weeks. The convoy is appointed to sail on the 1st of May for England.—We applied to Admiral Warren to allow the St. Domingo, 74, to give us instructions, as that ship sails for England in course of a few days. He refused; but it is generally expected he will allow a prize frigate that is refitting here for England, and will sail in a few days, to take the fleet home. On Sunday last, at day light, we discovered two large schooners in chace of the fleet. About three P. M. they came up within half gun shot of us—the Emulous was then a long mile a-head, but I expected every moment to see her bring to; finding that she did not, and being aware that none of the other ships in the fleet could give them a proper reception, I sheered out a little towards them, on observing which, they instantly ran up the Yankie flag, and commenced a very heavy fire on the Perceval, one on the quarter the other astern. With our small crew, we could man but six guns; with these, in the course of 20 minutes, we obliged them both to sheer off.—The largest of the two mounted 13 guns, and was full of men; the other 10 guns, likewise crowded with men. I think they must have lost a number, as we fired most part grape shot: they had their names in their foretopsails, but from the smoke of their guns, and our being too busily engaged, we did not observe what these were. Our sails and rigging suffered much, but fortunately none of the crew. When they sheered off, the Emulous stood towards them, firing her carronades, which did not reach them, but her captain did not set sail, or let his reefs out:—his motives for doing so, he knows best himself: to finish the matter, he made the signal for the fleet to disperse, and provide for their own security. I instantly shortened sail and closed with the Emulous, as I had no idea of running from a beaten enemy; the rest of the fleet did the same; we kept by the wind all night, and next morning put into Bermuda with the commodore."

CHALLENGE BETWEEN THE AMERICAN AND BRITISH FRIGATES.

Correspondence between Commodore Decatur, Sir Thomas Hardy, and Captain Stackpole, relative to a proposed meeting of the United States and Macedonian American Ships, with the Endymion and Statira British Frigates.

(COPY.)

United States' ship United States, New London,
Jan. 17, 1814.

SIR,

HAVING been informed by Nicholas Moran, the master of a sloop re-

cently captured by his Britannic Majesty's ship Endymion, now lying before this port, that whilst he was on board the Ramillies, and in your hearing, Captain Hope, of the Endymion, did ask him whether the frigate United States would not avoid an action; he further states, that he heard you declare it to be your wish that the United States ship Macedonian should have a meeting with his Britannic Majesty's ship Statira, that you would furnish men and give room for such meeting, but that you would not permit the challenge to come from your side.

The Endymion, I am informed, carries 24-pounders and mounts 50 guns in all; this ship also carries 24-pounders and mounts 48 guns, besides a 12-pound carronade, a boat gun.

The Statira mounts 50, the Macedonian 47, metal the same, so that the force on both sides is as nearly equal as we could expect to find.

If Mr. Moran's statement be correct, it is evident Captains Hope and Stackpole have the laudable desire of engaging with their ships, the United States and Macedonian. We, Sir, are ready and equally desirous for such meeting forthwith.

The only difficulty that appears to be in the way, is from whom the formal invitation is to come. If, Sir, you admit Moran's statement to be correct, the difficulty will be removed, and you will be pleased to consider this as an invitation; at the same time we beg you will assure Captains Hope and Stackpole, that no personal feeling towards them induces me to make this communication; they are solicitous to add to the renown of their country—we honour their motives.

Captain Biddle, who will have the honour to deliver you this, is authorised on our part, to make any arrangements which may be thought necessary.

I have the honour to be, Sir, very respectfully, your most obedient Servant,

To Commodore Sir Thomas Masterman Hardy, &c. *Stephen Decatur.*

(COPY.)

His Majesty's ship Statira, off New London, Jan. 17, 1814.

SIR,

Captain Sir Thomas Masterman Hardy, Bart. and Commodore off New London, has this afternoon handed me a letter from you, expressing a desire, that the United States ship Macedonian, commanded by Captain Jones, should meet his Majesty's ship Statira under my command, and that the United States' ship United States, bearing your broad pendant, would embrace the same opportunity of meeting the Endymion, commanded by Captain Hope. In the event of Sir T. Hardy's permitting our joint acceptation of this rendezvous, I of course must be the senior officer; but in the interim I shall continue my reply to your obliging letter as to the future acts of his Majesty's ship I have the honour to command.

It will afford her captain, officers, and crew, the greatest pleasure to

meet Captain Jones in the Macedonian to-morrow, next day, or whenever such a meeting may better suit his purpose, let him only be pleased to appoint the day and place; say six or ten leagues south of Montagu Point, or further if he pleases. My only object for selecting this distance from the shore, is to avoid any interruption; little I think can be apprehended, as all the Captains commanding frigates, except one, in these seas, are junior to me, and in the event of chance, or accident, meeting him, I will hoist a flag of truce, pledging the word and honour of a British officer (further I cannot offer) to keep the truce flying until the Macedonian is out of sight; and in the event of a junior officer appearing, the same guarantee of safety shall be kept flying until I can detach him.

"In accepting this invitation, Sir, it is not to vaunt, or in the most trifling degree to enhance my own professional character, or take from what is so justly due to Captain Jones. Although I have been twice mortified in being obliged to retreat on the 26th and 28th of August, 1813, by six American men of war, and for twelve weeks together cruising alone, it has never fallen to the Statira's lot to meet one singly.

The honour of my king, the defence of my country, engaged in a just and unprovoked war, added to the glory of the British flag, is all I have in view.

I perceive a statement in your letter of the comparative force of the two ships, and as I fear you have been led into error, I shall take this opportunity to say, the Statira carries only forty-six guns, instead of fifty, with two little boat guns, of more utility in exercising the men, than any effect they might have in the hour of battle; without any external finery to recommend her, she is simply a British man of war of her class; nevertheless, a more fair and equal match in ship and guns may not soon occur.—In numbers of men I am aware of having a superiority to oppose. All I request is, that both ships may quickly meet.

Having received your communication by the hand of Sir Thomas M. Hardy, I shall convey my reply through the same channel, requesting you will be so good as to hand it to the captain of the Macedonian.

I remain, Sir, with every consideration, your obedient humble servant,

To Commodore Decatur, &c. N. London. *H. S.*

Then follows a letter from Sir Thomas Hardy to Commodore Decatur, giving the most willing permission to Captain Stackpole, of the Statira, to meet the Macedonian. But, contrary to the wishes of Captain Hope, of the Endymion, Sir Thomas adds, that he must decline the invitation for the Endymion, as she is 200 tons less than the United States, carries only 26 guns on her main deck, and 32lb. carronades, whilst the United States has 30 guns on her main deck, and 32lb. carronades.

Sir Thomas Hardy guarantees, "should success attend the Macedonian against the Statira, her proceeding to any port to the eastward of this anchorage (off New London), and he proposes the same from Commodore Decatur, for the Statira to proceed to Bermuda."

Commodore Decatur, in his reply, declines a meeting between the Statira and Macedonian, as his squadron is under sailing orders from government, and he feels bound to put to sea the first favourable opportunity.—He does not consider the guarantee against recapture, should the Macedonian prove successful, as satisfactory.

Sir Thomas Hardy answers shortly that he will give every guarantee in his power in case of the Macedonian's success.

The correspondence between the British officer and Commodore Decatur is carried on in a very gentlemanly manner.

UNCERTAINTY!

Or a proof of the danger of being too positive as to the identity of persons or things.

Sir Walter Raleigh, when confined in the Tower, had prepared the second volume of his history for the press. He was standing at the window of his apartment, ruminating on the office of an historian, and on the sacred regard which he ought to pay to truth, when, on a sudden, his attention was excited by an uproar in the court, into which his view was directed.—He saw one man strike another, whom by his dress he supposed an officer, who, drawing his sword, ran the assailant through the body, who yet did not fall till he had knocked down the officer with his fist. The officer was instantly seized, while lying senseless, and carried away by the servants of justice, while, at the same time, the body of the man he had murdered was borne off by some persons apparently his friends, who, with great difficulty, pierced through the vast crowd that was collected. The next day an acquaintance of Sir Walter's called on him, a man of whose severe probity and honour he was convinced from innumerable proofs, and rated his friendship accordingly. Raleigh, after their first compliments, told the story of yesterday's fray, which had impressed him deeply as being a spectator of the whole affair. But what was his surprise when his friend told him, that he was perfectly mistaken in the whole story! that the officer was no officer, but a servant of a foreign ambassador, that this apparent officer gave the first blow, that he did not draw his sword, but the other person drew it, and it was wrested out of his hand, yet not till he had run its owner through the body with it; that after this a foreigner in the mob knocked the murderer down, that he should not escape; some other foreigners carried off the servant's body; and that orders had arrived from court for the murderer to be immediately tried, and no favour shewn, as the person murdered was one of the principal attendants of the Spanish ambassador. Sir, said Raleigh, allow me to say, that though I may be mistaken as to the officership of the murderer, yet I know of a certainty that all my other circumstances are strictly true, because I was a spectator of the whole transaction, which passed on that very spot opposite, where you see a stone of the pavement a little raised above the rest. Sir Walter, said his friend, upon that very stone did I stand during the whole affair, and received this scratch in my cheek, in wresting the sword out of the fellow's hand, and as I shall answer to God, you are totally mistaken!!!—You grow warm, my friend, said Sir Walter, let us talk of other matters,

and the gentlemen soon after departed. Raleigh took up the manuscript of the second volume of his history, then just completed: How many falsehoods are here (said he,)? if I cannot judge of the truth of an event that passes under my own eyes, how shall I truly relate those which have passed thousands of years before my birth, or even those which happened since my own existence? Truth, I sacrifice to thee!—The fire was already feeding on his invaluable work, the labour of years, whilst he sat calm and serene till it was utterly consumed, and the sable ghost of the last leaf flitted up the chimney.

ROYAL VOYAGE TO NORWAY.

Anno 1589.—"St. Martin's Day, which was the 11th of November, on a Tuesday, came the high-born Prince and Lord Jacob Stuart, King in Scotland, to this town, (Tonsberg), and the 25th Sunday after Trinity Sunday, which was the 16th day of November, stood his grace in this pew, and heard Scotch preaching from the 23d Psalm, "The Lord is my shepherd, &c." which M. David Lentz preached in Lith, preached between ten and twelve."

The above is an inscription which stands in St. Mary's church, in Tonsberg.

It is known, that king James the Sixth went to Norway to marry Princess Anna, the daughter of Frederic the Second, and sister to Christian the Fourth; and that the wedding was performed at Opslow (now Christiana), where the princess, by contrary winds, was detained; but that the king, during this voyage, was at Tonsberg, nobody would have known, if an inscription in remembrance of it, had not been placed in this church.

Mary Woolstonecroft's letters on Sweden, Norway, &c. p. 89.

CORRESPONDENCE.

MR. EDITOR, *London, April* 20, 1814.

BY inserting the following letter in your publication you will much oblige your constant reader,

TO THE RIGHT HON. LORD VISCOUNT MELVILLE.

MY LORD,

The recent attention you have been pleased to bestow upon that meritorious class of veteran officers, the oldest lieutenants, by adding thirty of them to the retired list with the rank of commander, is deserving of the highest commendation, and proves, that you are treading in the steps of your respected father, who was, beyond doubt, the most valuable friend the officers, as well as the whole navy, ever had. That you may persevere in his intentions to benefit the service is my most ardent wish, as it is the expectation of the British navy. But, my lord, why should any lieutenant, whose turn it is (by seniority) *be put by*? as has been, and still

is, the case. Surely, my lord, the lieutenants of hospitals, and those of the out-pension of Greenwich, are entitled to have their rank, when it comes to them, as these things are given to them, for their long and meritorious services; and, as it is rank to which every officer in the navy aspires, they most certainly ought to be honoured with it. It would not add to the emoluments of any, except those of the out-pensions and the very small addition of eighteen pence per day, would not (I am well assured) be thought too much of, by their country: it would give them pleasure in their old age, and be a stimulus to those that follow after them, to look up to. All other naval officers who have pensions (although when lieutenants) retain them, and are not debarred thereby, rising in their profession, even to admirals: consequently, I think, there ought not to be any distinction. The officers of the army, my lord, of superior situations even, I believe, to generals, hold situations in garrisons, &c. very inferior to their rank, such as lieutenant-governors of forts (some very small indeed.) Fort majors, &c. are often officers of rank; then, why, my lord, should there be any difference between the two professions? it tends to excite jealousy in the other; particularly as there are no places, such as I before mentioned, or similar ones, to which naval officers are appointed; therefore, hope, my lord, that, seeing the justness and propriety of these my humble suggestions; you will be pleased to take them into your consideration; and, if it cannot *now* be allowed, that, in future, it may be attended to. It will be a very great source of consolation to those old officers in their latter years; and now, when the blessings of Peace are arrived, after so long and arduous a war, they will enjoy those few years they remain here, with satisfaction, and give hopes to those that follow, that they may look up for the same indulgence. With the greatest deference and respect, I remain, My lord,

Your lordship's most obedient,
very humble servant,

Philo Nauticus.

MR. EDITOR, *Hitchin, Herts, May,* 1814.

IF you think the underwritten will tend either to amuse or inform any of your readers, you will oblige me by inserting it in the Naval Chronicle. Your humble servant,

J. C.

Modern Chronology, by the Rev. C. Dutens, taken from a sketch lately published, called, "The Sights I have seen" "I have seen (1) a king imprisoned by his son. (2) Five emperors massacred. (3) Five kings assassinated. (4) Six kings deposed. (5) Five republics annihilated. (6) A great kingdom effaced from the map of Europe. I have seen England lose in eight years half of N. America, after possessing it more

than a century. I have seen her verifying the sentiments of an ancient, (that the empire of the sea gives that of the land) take the Cape of Good Hope and the Island of Ceylon from the Dutch; Malta, Egypt, and several colonies from the French. I have seen her dictate the law to the king of Denmark, at Copenhagen, and carry her victorious arms into the most remote parts of the world. I have seen the same England in 1780, resist the combined efforts of Europe and of America.

(7) I have seen her in the revolutionary war, often destitute of allies, and alone opposing the enormous power of France, Italy, Russia, and Denmark. (8) I have seen the son of an English gentleman go out to India as writer to a Mercantile Company, afterwards rising to the head of the army; dethrone a powerful prince in the east, place another on his throne, conquer a part of Hindostan, and raise the British dominion in that quarter to the pre-eminence which it now enjoys. (9) I have seen what has no example in history, a little Corsican gentleman conquer Italy, force the Emperor of Germany to make a disgraceful peace: take Malta in two days: Egypt in a month; return from thence, and place himself on the throne of the Bourbons—and all in less than four years. (10) I have seen him transport his army and artillery in the winter over the most difficult pass of the Alps, and, in a single battle, decide, at once, the fate of Italy and Germany. (11) I have seen this same little Corsican Gentleman order the Pope to Paris in 1804, to crown him Emperor of the French, and, afterwards, depose this same Pope, and deprive him of the temporal possession which his ancestors had enjoyed more than a thousand years. (12) I have seen him declare himself King of Italy. I have seen him braving a formidable league which was directed against him, march to Vienna, and even into Hungary, in six weeks: give law three times to the Emperor of Germany, compel him to abdicate the imperial crown of the Cæsars, and deprive him of part of his dominions. (13) I have seen him force the Emperor of Russia twice to retire; and, soon after, oblige him to march to his assistance against the Emperor of Austria, destroy the power of the King of Prussia in fifteen days, and strike all Europe with dismay. (14) I have seen him depose five kings, and (15) create eight others. (16) Annex Holland to France—dictate to Spain, as if it were one of his provinces, and, at last, take possession of the whole kingdom. In short, I have seen him extend his dominion farther than that of Charlemagne, and find nothing that could resist his ambition but the King of Great Britain."

Thus far, Mr. Editor, the Rev. C. Dutens has recorded what *he* has seen, but I am fearful, he has had an inclination to see nothing but what redounds to the glory of France, you will, therefore, excuse me, if I add a few of the "Sights I have seen."

"I have seen the *King of Great Britain*, seconded by the spirit and energy of his people, and the extent of his finances, repeatedly stir up the continent against the little Corsican Gentleman, turn him out of Egypt, and Malta, take from him the whole of his colonies, and totally destroy his navy at the battle of Camperdown, 1st of June, 14th of February, Aboukir, and Trafalgar, and shortly after, leave him neither *Ships, Colonies, nor Commerce.* I have seen the temper of British steel and courage tried at the

battle of Maida : and Great Britain not content with viewing the battle at a distance, boldly advance into Spain, to meet his immense, and, hitherto, invincible armies foot to foot, and, after several hard fought campaigns, succeed in driving him out of that unfortunate country, principally in consequence of the splendid victories achieved, under Providence, by the Duke of Wellington.

I have seen the same little Irish Gentleman defeat in succession nearly all the marshals of France; turn Massena, the child of Fortune, with a vastly superior army of the best description, out of Portugal, without fighting a general battle, and merely by dint of profound military calculations, and *superior* tactics, oblige him, not to retreat, but to fly.

I have seen him take Ciudad Rodrigo, and Badajos, in little more than half the time from the French, that it cost them to take those places from the Spaniards. I have seen him remain master of the field of battle at Talavera, although the enemy were nearly double.

I have seen him following up these successes, and acting beyond the calculations of the French generals, gain the battle of Vittoria, disperse the French army, and drive King Joseph out of Spain, without his being able to carry off ONE single piece of cannon ; advance, and lay siege to, and take, the almost impregnable St. Sebastian, and, despising the threats of the little Corsican Gentleman, invade France, and invest Bayonne.

I have seen him, after several hard-fought actions, in all of which he was victorious over Marshal Soult, press on to the Garonne, take possession of Bourdeaux and Toulouse, and plant the British flag on their ramparts. In short I have seen him acknowledged by all the first captain of the age, and am justified in saying, that I have seen him conduct the British army through a five years' war, without one single defeat.

I have seen the French Emperor hurried away by his inordinate ambition, invade Russia with an army of 350,000 men under the command of the most eminent generals ; and Russia, rising to a man, defeat him at Borodino, and, shortly after, oblige him to fly, leaving behind him in killed, wounded, and prisoners, 300,000 men, 50,000 horses, 1300 pieces of cannon, and the whole of his baggage, pursue him to the River Elbe, and there, assisted by Prussia, Austria, and Sweden, gain over him the celebrated battle of Leipsic, thereby occasioning a loss to him of 80,000 men, and 300 pieces of cannon, and releasing from his grasp, Bavaria, Saxony, Westphalia, Holland, Switzerland, Italy, and the Netherlands, drive him in confusion across the Rhine, being a distance from Moscow of 1500 miles, and all this in twelve months.

I have seen the Dutch, with cries of Orange Boven ! cast off the French yoke, and call the Prince of Orange to the throne, and the English nation, with their usual alacrity, immediately supplying them with men, money, and arms.

I have seen the British people collect immense sums almost equal to the revenue of some princes, and send to the distressed inhabitants of different parts of Europe, thereby proving themselves the most charitable and richest nation in the world.

And, thank God, I can now finish this extraordinary history by saying, I have seen the Allied Sovereigns, pursuing their advantages, advance to Paris, and thoroughly beating the French into their senses, take possession of it; and assist them in hurling from the throne the little Corsican Gentleman, who reigned just long enough to prove himself a fool as well as a knave (17).

J. C.

(1) Victor, King of Sardinia. (2) Peter III. John VI. Paul I. of Russia, Selim III. Mustapha IV. of Constantinople. (3) Joseph of Portugal, Louis XV. XVI. XVII. of France, Gustavus III. of Sweden. (4) Stanislaus of Poland, King of Sardinia, Ferdinand IV. of Naples, Charles IV. and Ferdinand VII. of Spain, Gustavus IV. of Sweden. (5) Holland, Sweden, Venice, Genoa, and Lucca. (6) Poland. (7) After the treaty of Luneville. (8) Lord Clive. (9) Peace of Campo-Formio. (10) Marengo, (11) In December, 1809. (12) At the peace of Campo-Formio, in 1797, Luneville, 1801, Vienna, 1809. (13) At Austerlitz, 1805, and the peace of Tilsit, 1807. (14) The Kings of France, Naples, and Sardinia, Charles and Ferdinand of Spain. (15) Kings of Etruria, Italy, and Holland, of Naples, of Bavaria, of Wirtemburg, of Saxony, and Westphalia. (16) December, 1809. (17) In refusing the terms offered him at Chatillon.

MR. EDITOR, 19*th May*, 1814.

THE truly wonderful events which have so happily restored peace and tranquility to the bosom of Europe, have scarcely yet ceased to appear *more* the *fiction of romance* than *realities* to the astonished nations;—and did we not daily hear of projected retrenchments in the different establishments, of reductions in the army, and ships paid off, we could scarcely yet believe that we were so suddenly relieved from the burdens of a long protracted warfare. The naval establishment to be now supported by Great Britain, will, of course, be very greatly diminished, as our war with America, if persevered in by our misguided descendants on the other side the Atlantic, can only employ a very small proportion of our formidable naval power. Many of our seamen, therefore, must of course be discharged, and having served their country faithfully for so many years, the Board of Admiralty, with becoming and praiseworthy promptitude, have not failed to thank them in the most public and gratifying manner, for their invaluable services, and to assure them, that those who have served longest shall be discharged with as little delay as possible.

Having, in former letters, endeavoured to call the attention of the public and of the navy to the consideration of ameliorating, by every possible means, the situation of our brave seamen, I would, now that peace is about to restore so many of them to their families and friends, once more make a few observations relative to *the necessity of impressment*, and the propriety of employing able seamen *only* on board our men of war, during peace. On the former subject you have inserted in your last number a

letter of Oceanus, in reply to opinions formerly advanced by me under the signatures of Nestor and Albion; the last, however, *I* did not write; but, with the exception of some of the expressions being too strong, I approve the sentiments; and, as Oceanus's concluding remarks evidently shew that our observations had weight, even with him and other naval men wedded to gangway discipline and impressment, I need say no more in reply, than that it is far from *my* wish to relax the discipline of the British navy, or to have our ships lay in port *unmanned*, when seamen can be found: let punishment be only justly and wisely inflicted, and it will be less often resorted to, and have *more* effect in deterring from crimes: let our seamen serve their country, but if possible for a short and limited time; on this head I would now say a few words; and premising, as I do, that in time of war every seaman should serve his country for a certain time—say seven years—or if the exigence of the times (but that cannot happen again in our day, I presume), *during the war*. I would therefore have it understood, by every one going to sea, that his country can call for his services for a certain number of years during war; let him reckon on this, and the hardship of impressment is at once removed;* if possible, let seamen be discharged, if they wish it, when their term of service expires, and I am convinced the British navy would be better manned, and the service much more popular, than it has ever yet been. Now, therefore, that our brave and persevering seamen are to be discharged, let all able seamen, or others, who have been seven years in his Majesty's service, receive, if they wish to be discharged, their certificates, stating their time of service, and that they will not be obliged again to serve, except the necessity of the country requires it, and in that case only for three or four years; then they will know their fate, and will come forward willingly. If possible all our seamen, who have completed this term of service, should *now* be discharged, or have it in their option; as many as possible should be retained, on re-entering, in guard-ships, and they should be *able*, and the crews of our cruizers should be completed with able seamen, who have not served out their seven years, or who choose to continue in the service: and when the term of service is out, they should, like the rest, on every practicable situation, receive their discharge, if they wish it. To preserve and cherish our able seamen,† should be one of the great objects of the naval administration; and, from the tenor of their address to the navy, I am convinced it will.

I rejoice to see that measures are taking to increase the half-pay of both the army and navy. I trust it will be made liberal, and that our meritorious defenders will be made comfortable during the long term of peace we have now to look forward to.

Nestor.

* The war may be said to have lasted 20 years; how great then the sacrifice to an impressed man—it is the *length* of service that is the hardship; every seaman ought to serve.

† If possible to retain them in our own service.

MR. EDITOR,

ON the subject of the half-pay of the army and navy, I beg leave to suggest to you the hardship under which the WOUNDED and DISABLED part labour, namely, a deduction of 7½ per cent. on their pensions for the civil list, which, I understand, was never meant by the framer of the Bill, which is so perverted, to extend to *pensions of that description:* it is more than probable that you, Mr. Editor, may be the means of relieving those deserving men from an exaction so truly cruel.—I have lately been professionally employed to settle the affairs of a pensioned officer, lately deceased; and from his pension of 100*l.* a year, I find the following deductions to have been yearly made; *viz.*

Property Tax	10	0
Civil List	7	10
Agency	2	10
Making a deduction of	£.20	0

I do not presume to point out the manner by which this may be remedied, but only point out a fact for your better judgment.

Amicus.

MR. EDITOR, *May 24th*, 1814.

EVERY impartial reader must allow, that much useful information has been communicated to the country by correspondents through your impartial Publication, and much by A. F. Y.; yet, in some things he appears to have his partialities and prejudices. These are indeed the lot of humanity; hard to be separated from the human mind.

In page 132 of your 30th volume, he finds fault with your biographical selections, no doubt from a wish to see only those here selected, whom merit, unforeseen causes, family and parliamentary interest, have raised in their profession to commands where they may have had opportunities of signalizing themselves in the service of their country. He even intimates, "that the spirit of your work has been lowered," in this department of your valuable and national publication, because you have not confined yourself to such selections, and filled your gallery with the gods and goddesses of "blind fortune." He moreover affirms, that "there are still many living heroes, whose biography would greatly enrich your pages, &c. &c." but who do not wish to appear in the same gallery with those whose talents may not have been of the first rate; or, who may not have been elevated to those ranks and commands, where their valour and judgment might have shone conspicuous. He also acquaints you and your numerous readers, that you have been deprived of biographical information, for the reason mentioned, and because "innate modesty and true worth would not *deign* to appear in your gallery with your selection." What modesty such reasons bespeak is for him to say. Does not such a reason rather bespeak a fancied pre-eminence that proudly towers. Does the prince blush to appear in the

gallery with the peasant? Would Nelson have blushed to appear with the interesting memoirs of Lieutenant Pechal? You are the best judge who has courted you for a place, or whom you have sought out, who might not otherwise have ever aspired to the honour. And surely, Sir, some deference is due to your judgment and discrimination.

" Full many a gem of purest ray serene,
" The dark unfathom'd caves of ocean bear;
" Full many a rose is born to blush unseen,
" And waste its fragrance on the desert air."*

Full many a tar in fore and maintop stood,
Who ey'd the battle in its various forms,
Beheld the signal, that enrag'd their blood,
That vict'ry strangled in war's dreadful storms.

Full many a Mid, Lieutenant, other ranks,
With wrecks of fleets have ocean seen bestrew'd;
Who could have thunder'd on the flying flanks,
The foe that 'scap'd, o'erwhelmed and subdu'd.

To them must then the gates of fame be clos'd?
In dumb oblivion must they perish all?
The banner'd proud be only unoppos'd,
T' engross all minds upon this earthly ball?

Forbid it truth, Britannia says forbid;
Forbid it Naval Chronicle of fame;
To rescue from oblivion's shade ne'er dread,
However low, the hero, patriot's name.

If A. F. Y. could prove that the navy and the country have, or would be benefitted by the predominancy of naval men at the A. B. then, no doubt, the navy and country would wish to behold them always predominating. But has it not been a general observation in the navy, that a naval first lord, has generally treated his own profession more niggardly than any landsman? And the specimen we have had of a first lord from the army, is to be hoped, the first and the last, in these eventful times. Surely A. F. Y. has not forgotten what was emphatically called the reign of terror? Has he forgotten the paltry sixpence addition to the half pay of the far greater part of commanders and lieutenants at the peace of Amiens, to make up for a doubling of the price of all the necessaries of life; for a gradual increase of these for near half a century? I call it paltry, because so it was for the country to bestow upon such an occasion, insomuch that the whole landed interest blushed when they came to understand the astonishing boon. I do not mean that even sixpence per day is paltry, on some occasions, to inferior officers; it is only those who are straitened in their circumstances, who must watch over them with the most rigid economy, that can in any manner set an estimate upon an additional sixpence per day; and had this been given with an additional shilling, which the change of times surely demanded, it would have been more honourable

* Gray's celebrated Elegy.

for the country to bestow, and more gratefully received; because, hope then raised high would not then have sunk back appalled, at the direful sound of an *additional sixpence only*. It was at the time reported, but with what truth I know not, that a ci-devant secretary, who had feathered his nest, was a chief adviser upon the occasion. Those who dwell in the castles of princes may have little feeling upon such occasions; but it would be truly edifying to the naval profession, and interesting to the country in general, to know, by what *ways and means* some have attained their present wealth and state of grandeur; but " they are all honourable men."—I have been more miscellaneous than I intended, therefore must return to the constitution of the A. B. I have observed, that the profession, *in general*, has dreaded a naval first lord, from the experience it has had. Not that such fears may always be realized; but a burnt child dreads the fire. Though individuals and locality may have benefitted by the situation of *some* of the naval puisne lords; yet it may be doubtful how far the country has from the same, farther than on professional points, where information might be necessary to landsmen.

Will your able correspondent A. F. Y. inform your numerous readers, if the naval lords are not chosen members for Portsmouth and Plymouth, with the express view of serving those places, maugre the best interests of the country, as far as they can obtain the ear of power, or mislead its efforts? Perhaps he can satisfy the country why Plymouth has lately become the emporium for all squadrons and expeditions, until Hamoaze and the harbour have been literally choked up, to the great annoyance of the men of war and the terror of the inhabitants, from the quantity of ordnance stores on board of transports close to their doors. Will he inform your readers if this be the effect of naval wisdom? or of borough interest? or of both combined? And whether no other situation can be found as well calculated to carry on the service in the peninsula, or any future service that shall require such armaments and preparations for the prosecution of wars that are to be directed on the same ocean, without crowding Hamoaze and Plymouth harbour as they have been? Was this caused by the *Amor Patriæ!* a real desire to serve the country? or was it the effect of personal prejudice and misinformation? These are serious points upon which the country ought to be satisfied, before she come to a resolution of constituting anew a department of the government that has so long continued. I by no means contend that revision and strict examination are not necessary; but then it ought to appear to whom gross blunders, and obstinate adherence to palpable errors, are imputable. One thing is clear; that no lord at the A. B. or any commissioner of the N. B. ought to be representative in Parliament for any naval borough. For according to the constitution of boroughs, and of human nature, there is danger that the *Amor Patriæ* will give way to selfish considerations, craving on the one side, and feeding that craving on the other.

When this is duly and seriously considered, it makes one almost tremble for the effects of unfounded prejudice and parliamentary interest, that place themselves in direct opposition to the best interests of the country.

No ministry, no A. B. ever had a fairer opportunity of rendering them

selves gracious in the eyes of the country and of that bulwark that set bounds to the torrent of revolutionary laws, devastating and consuming Europe; that arrested its progress and prepared the abyss where the fury of its flames were overwhelmed. The tremendous war that is closed, has proved with what ease the country can provide a suitable maintenance for those who have brought her honourably out of a conflict so desperate and so trying. Ought it not, at the least, to be proportionable to all things as half a century ago.

The liberal mind of the first Lord of the Admiralty is well known; may he finish with grace and eclat what his father began. The Chancellor of the Exchequer, by his intimation, is well disposed; the voice of the country is in their favour; the strong claims of the naval service of Great Britain speaks aloud; and the imperious necessity of the case can hardly leave any alternative.

Although I may in some minor points have thought differently from A. F. Y. yet I trust we are agreed, in the *absolute necessity* that the naval service of the country should be more attended to; all party prejudice banished from its councils; and the effusions, or suggestions of prejudice and ignorance suppressed, before they can appear to the prejudice of the service and of the country.

Tom Bowling.

MR. EDITOR,

THE following official letter, sent to Josias Rowley, Esq. captain of H. M. S. America, having never yet been published, you are requested to give it insertion in your valuable work.

E. G.

SIR, *H. M. Sloop Swallow, off Frejus, June 16th,* 1812.

In pursuance of your directions by signal yesterday to look out W. by S. and information by telegraph of a convoy being at anchor, off the islands of St. Margurittas, I used every exertion to get to the westward, and at day light this morning saw them under weigh, protected by a brig of the largest class, a schooner, and several gun boats; H. M. sloop under my command being then becalmed.

The enemy's brig and schooner made all sail towards us, having a light breeze in shore, apparently with intention of bringing us to action; but on our getting a breeze about 6 A. M. they hauled their wind, tacked, and used every exertion by sweeps and boats to avoid us; which they effected and stood towards Frejus, as I informed you by telegraph. My hopes were now small of their giving us a meeting, but a little after noon, the breeze freshening, they again stood off, and being on opposite tacks, we neared each other fast, (the schooner keeping a little to windward of his

consort) being now certain of weathering the brig at 1 P. M. I closed, passing her to windward within thirty yards, and wore close under his stern in the hope of keeping his head off shore, but unfortunately, our head braces being shot away, I was not able to keep so close as I intended, by which means he got his head in shore in spite of all my efforts; and I had the mortification, after a close action of about 40 minutes, to be obliged to haul off to avoid the enemy's batteries on shore, my opponents making all sail in shore.

I have no hesitation in saying, my enemy was completely beaten, his fire having slackened so much, that but a *single* gun was fired from him, while we were in the act of wearing off shore.

I am sorry to say, we have suffered much from the schooner being able to take a position to annoy us the whole time we were engaged; and it is with sincere concern I have to state the loss of several brave men.

The pleasing task now remains to inform you of the gallant support I received from my first lieutenant, Mr. Daniel O'Hea; Mr. Theed, acting lieutenant; Mr. Crocker, master; and Mr. Ryan, the purser, (who volunteered his service on deck) who are all entitled to my greatest praise; also Mr. Cole, master's mate, who I frequently before had occasion to mention in terms of the strongest approbation. Nothing from my pen will ever do justice to the steady gallantry of the brave fellows I had the honour to command; and I have only to regret, we were so circumstanced that their exertions were not crowned with that success that must inevitably have attended, had we been further from the enemy's shore.

I beg leave to enclose a return of the killed and wounded, and have the honour to be, Sir, your most obedient humble servant,

E. R. Sibly.

Swallow. Six killed and seventeen wounded.

Comparative force in the above action.

ENGLISH.

Swallow.—Sixteen 32-pounders (carronades) two long 6-pounders, and one 12-pounder (carronade) total 19 guns, complement 120 men, 109 on board.

FRENCH.

Renard.—Eighteen 24-pounders (French) equal to 28-pounders English, two long 9-pounders, and two 12-pounders (carronades) one forecastle; total 22 guns, and 180 men.

Goeland.—Sixteen 24-pounders (carronades) and 113 men.

STATE PAPERS.

TREATY OF PEACE BETWEEN DENMARK AND ENGLAND.

CONCLUDED AT KIEL, JANUARY 14, 1814.

WE, the undersigned, on the part of his Danish Majesty, Chamberlain Bourke, &c.; and on the part of his British Majesty, Edward Thornton, Esq. Envoy at the Court of Stockholm, having exchanged our full powers, have agreed upon the following articles :—

I. From the moment that this Treaty is signed, there shall be peace and friendship between their Majesties the King of Denmark and the King of Great Britain, as well as among their subjects in all parts of the world.

Hostilities between them shall cease, and all prizes taken from the subjects of the respective nations shall be restored to their owners, and be considered as not having been made, from the moment that this Treaty has been signed.

II. All prisoners of war shall be given up in a mass, immediately after this Treaty being ratified, of both parties.

III. His British Majesty consents to restore to his Danish Majesty all the possessions and colonies which have been conquered by the British arms in this present war, except the island of Heligoland, which his Britannic Majesty reserves to himself with full and unlimited sovereignty.

IV. The restoring of the colonies shall be performed according to the same rules and principles which were laid down when his Britannic Majesty gave up to his Danish Majesty these very colonies in the year 1801.

With regard to the island of Anholt, it is agreed, that it shall be given back one month after the ratification of the present Treaty, unless the season and the difficulty to the navigation should oppose the measure.

V. His Britannic Majesty having agreed upon with his allies the Emperor of Russia, the King of Sweden, and the King of Prussia, not to conclude either armistice or peace with their common enemies, without their mutual consent, it is settled, that the peace, which by the present Treaty is this day signed between the King of Denmark and the King of Sweden, shall in consequence be extended to the above-mentioned allies, by the means of negociations, the which shall be entered upon as soon as possible, his Britannic Majesty engaging himself to employ his good offices with his allies, in order that their respective relations with his Danish Majesty may be renewed upon the same footing as they were before the war.

His Danish Majesty, relying with full confidence on the good offices of their Britannic and Swedish Majesties, for the purpose, as soon as possible, of restoring the peaceable and friendly connections between his Majesty the Emperor of Russia and King of Prussia, as they were before the war, consents to make all hostilities towards the allies of Great Britain and Sweden immediately cease. All prizes which have been made since this Treaty has been signed, shall be given back; his Danish Majesty relying on a complete reciprocity in this respect.

VI. His Danish Majesty consents to take an active part with the Allied Powers in the present war against France, and to furnish 10,000 men, which are to join the army under the immediate command of his Royal Highness the Crown Prince of Sweden, to be placed on the same footing, and to be treated in every respect in the same manner as the Swedish troops, which constitute a part of the said army, his Britannic Majesty engaging himself to pay to his Danish Majesty, for the maintenance of the said troops, a certain sum, to be provided for every month in this present year, in the proportion of 400,000*l.* sterling a-year, from the day on which they are placed under the command of the Swedish Crown Prince. This corps always to be kept up in full number, which a British Commissary shall be authorised to controul.

It is, however, agreed between the two High Contracting Parties, that these payments shall be liable to cease from the time his Britannic Majesty may declare such troops not to be required for the good of the common cause, or by the conclusion of a general peace. A proper time shall be allowed, concerning which an amicable agreement shall be entered upon for the troops to return to his Danish Majesty's dominions.

VII. The commercial relations between the subjects of the High Contracting Parties shall again return to the usual order, as existing before the present war began. It is even reciprocally settled, as soon as possible, to determine how these relations might gain more strength and extent.

VIII. It being of high importance for his Britannic Majesty and for the nation, for ever to abolish the Slave Trade, the King of Denmark, in union with the King of England, binds himself to concur, so far as it depends upon him, fundamentally to establish this beneficent work, and to prohibit, in the most positive manner, and by the most solemn laws, his subjects from having any share in the Slave Trade.

IX. The two High Contracting Parties oblige themselves reciprocally, not to conclude any peace or truce with France, without mutual consent.

X. Whereas his Danish Majesty, in virtue of the Treaty of Peace this day concluded with the King of Sweden, has to his said Majesty ceded Norway for a certain provided indemnity, his Britannic Majesty, who thus has seen his engagements contracted with Sweden in this respect fulfilled, promises, in concert with the King of Sweden, to employ his good offices with the Allied Powers, at the general peace, to obtain for Denmark a proper indemnity for the cession of Norway.

XI. The sequestration which has been laid, by either of the Contracting Parties, on property not already confiscated or condemned, shall be raised immediately after the ratification of this Treaty.

XII. This article stipulates the same obligations for the King of Denmark, in his capacity for future Sovereigns of Pomerania, as has been entered into between the King of England and the King of Sweden, by the Treaty of the 3d of March, 1813, concerning a depot of English merchandize at Stralsund, loaded Swedish or British vessels, paying only one per cent. *ad valorem.*

XIII. All the Treaties of Peace and Commerce between the King of

England and the King of Denmark, are renewed by the present Treaty in their full extent, in so far as the present stipulations do not contradict them.

XIV. This Treaty of Peace shall be ratified by the two High Contracting Parties; the ratifications to be exchanged at Kiel within one month, or before if practicable.

Confirmed and concluded by us undersigned, &c. &c.

Edward Thornton.

Edmund Bourke.

Kiel, 14th Jan. 1814.

FROM THE LONDON GAZETTE OF SATURDAY, APRIL 23.

Foreign Office, April 22, 1814.

EARL Bathurst, one of his Majesty's principal Secretaries of State, has this day notified, by command of his Royal Highness the Prince Regent, to the Ministers of Friendly Powers resident at this Court, that the restrictions heretofore imposed on the ports of Italy shall immediately cease, and be suspended; and that it shall be lawful for his Majesty's subjects to trade in the same manner as they had before traded in times of peace, between his Majesty's dominions and the ports of Italy, from which the British flag is not excluded.

TREATY WITH FRANCE.

Definitive Treaty of Peace and Amity between his Britannic Majesty and his Most Christian Majesty, signed at Paris, the 30th day of May, 1814.

In the name of the most Holy and Undivided Trinity.

HIS Majesty, the King of the United Kingdom of Great Britain and Ireland, and his Allies on the one part, and his Majesty the King of France and of Navarre on the other part, animated by an equal desire to terminate the long agitations of Europe, and the sufferings of mankind, by a permanent peace, founded upon a just repartition of force between its States, and containing in its stipulations the pledge of its durability; and his Britannic Majesty, together with his Allies, being unwilling to require of France, now that, replaced under the paternal government of her Kings, she offers the assurance of security and stability to Europe, the conditions and guarantees which they had with regret demanded from her former government, their said Majesties have named Plenipotentiaries to discuss, settle, and sign a Treaty of Peace and Amity; namely,

His Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable Robert Stewart, Viscount Castlereagh, one of his said Majesty's most Honourable Privy Council, Member of Parliament, Colonel of the Londonderry regiment of Militia, and his principal Secretary

of State for Foreign Affairs, &c. &c. &c.; the Right Honourable George Gordon, Earl of Aberdeen, Viscount Formartine, Lord Haddo, Methlic, Tarvis, and Kellie, &c. one of the sixteen Peers representing the Peerage of Scotland in the House of Lords, Knight of his Majesty's most ancient and most noble order of the Thistle, his Ambassador Extraordinary and Plenipotentiary to his Imperial and Royal Apostolic Majesty; the Right Honourable William Shaw Cathcart, Viscount Cathcart, Baron Cathcart and Greenock, one of his Majesty's most Honourable Privy Council, Knight of his order of the Thistle, and of the orders of Russia, General in his Majesty's army, and his Ambassador Extraordinary and Plenipotentiary to his Majesty the Emperor of all the Russias; and the Honourable Sir Charles William Stewart, Knight of his Majesty's most honourable order of the Bath, Member of Parliament, Lieutenant-General in his Majesty's army, Knight of the Prussian orders of the Black and the Red Eagle, and of several others, and his Envoy Extraordinary and Minister Plenipotentiary to his Majesty the King of Prussia; and his Majesty the King of France and Navarre, Charles Maurice de Talleyrand Perigord, Prince of Benevent, Great Eagle of the Legion of Honour, Knight of the Black and the Red Eagle of Prussia, Grand Cross of the order of Leopold of Austria, Knight of the Russian order of St. Andrew, and his said Majesty's Minister and Secretary of State for Foreign Affairs; who, having exchanged their full powers, found in good and due form, have agreed upon the following articles:—

Article I. There shall be from this day forward, perpetual peace and friendship between his Britannic Majesty and his Allies on the one part, and his Majesty the King of France and Navarre on the other, their heirs and successors, their dominions and subjects, respectively.

The High Contracting Parties shall devote their best attention to maintain, not only between themselves, but, inasmuch as depends upon them, between all the states of Europe, that harmony and good understanding which are so necessary for their tranquillity.

II. The kingdom of France retains its limits entire, as they existed on the 1st of January, 1792. It shall further receive the increase of territory comprised within the line established by the following article:—

III. On the side of Belgium, Germany and Italy, the ancient frontiers shall be re-established as they existed the 1st of January, 1792, extending from the North Sea, between Dunkirk and Nieuport, to the Mediterranean between Cagnes and Nice, with the following modifications:

1st. In the department of Jemappes, the Cantons of Dour, Merbes-le-Chateau, Beaumont, and Chimay, shall belong to France, where the line of demarkation comes in contact with the Canton of Dour, it shall pass between that Canton and those of Boussu and Paturage, and likewise further on it shall pass between the Canton of Merbes-le-Chateau, and those of Binck and Thuin.

2. In the department of Sambre and Meuse, the Cantons of Walcourt, Florennes, Beauraing, and Gedinne, shall belong to France; where the demarkation reaches that department, it shall follow the line which sepa-

rates the said Cantons from the department of Jemappes, and from the remaining Cantons of the department of Sambre and Meuse.

3. In the department of the Moselle, the new demarkation, at the point where it diverges from the old line of frontier, shall be formed by a line to be drawn from Perle to Fremersdorff, and by the limit which separates the Canton of Tholey from the remaining Cantons of the said department of the Moselle.

4. In the department of La Sarre, the Cantons of Saarbruck and Arneval shall continue to belong to France, as likewise the portion of the Canton of Lebach, which is situated to the South of a line drawn along the confines of the villages of Herchenbach, Ueberhofen, Hilsbach, and Hall (leaving these different places out of the French frontier) to the point where, in the neighbourhood of Querselle (which place belongs to France) the line which separates the Cantons of Arneval and Ottweilér, reaches that which separates the Cantons of Arneval and Lebach. The frontier on this side shall be formed by the line above described, and afterwards by that which separates the Canton of Arneval from that of Bliescastel.

5. The fortress of Landau having before the year 1792, formed an insulated point in Germany, France retains beyond her frontiers, a portion of the departments of Mount Tonnerre and of the Lower Rhine, for the purpose of uniting the said fortress and its radius to the rest of the kingdom.

The new demarkation from the point in the neighbourhood of Oberstein-bach (which place is left out of the limits of France) where the boundary between the department of the Moselle and that of Mount Tonnerre reaches the department of the Lower Rhine, shall follow the line which separates the Cantons of Weissenbourg and Bergzabern (on the side of France) from the Cantons of Permasens Dahn and Annweiler (on the side of Germany) as far as the point near the village of Vollmersheim, where that line touches the ancient radius of the fortress of Landau. From this radius, which remains as it was in 1792, the new frontier shall follow the arm of the river de la Queich, which on leaving the said radius at Queich-heim (that place remaining to France) flows near the villages of Merlen-heim, Knittlesheim and Belheim (these places also belonging to France) to the Rhine, which from thence shall continue to form the boundary of France and Germany.

The main stream (Thalweg) of the Rhine, shall constitute the frontier; provided, however, that the changes which may hereafter take place in the course of that river, shall not affect the property of the islands. The right of possession in these islands shall be re-established as it existed at the signature of the Treaty of Luneville.

6. In the department of the Doubs, the frontier shall be so regulated as to commence above the Rançonnière near Locle, and follow the Crest of Jura between the Cerneux, Pequignot, and the village of Fontenelles, as far as the peak of that mountain situated about seven or eight thousand feet to the North-west of the village of La Brevine, where it shall again fall in with the ancient boundary of France.

7. In the department of the Leman, the frontiers between the French

territory, the *Pays* de Vaud and the different portions of the territory of the republic of Geneva (which is to form part of Swisserland) remain as they were before the incorporation of Geneva with France. But the Cantons of Frangy and of St. Julien (with the exception of the districts situated to the north of a line drawn from the point where the river of *La Laire* enters the territory of Geneva near Chancy, following the confines of Sesequin, Laconex and Seseneuve, which shall remain out of the limits of France) the Canton of Reignier, with the exception of the portion to the east of a line which follows the confines of the Muraz Bussy, Pers, and Cornier, (which shall be out of the French limits) and the Canton of La Roche (with the exception of the places called La Roche and Armanoy, with their districts) shall remain to France. The frontier shall follow the limits of these different Cantons, and the line which separates the districts continuing to belong to France, from those which she does not retain.

In the department of Montblanc, France acquires the sub-Prefecture of Chambery, with the exception of the Cantons of L'Hôpital, St. Pierre d'Albigny, la Rocette, and Montmelian, and the sub-Prefecture of Annecy, with the exception of the portion of the Canton of Faverges, situated to the east of a line passing between Ourechaise and Marlens on the side of France, and Marthod and Ugine on the opposite side, and which afterwards follows the crest of the mountains as far as the frontier of the Canton of Thones; this line, together with the limit of the Cantons before mentioned, shall on this side form the new frontier.

On the side of the Pyrennees, the frontiers between the two kingdoms of France and Spain, remain such as they were the 1st of January, 1792, and a joint commission shall be named on the part of the two crowns, for the purpose of finally determining the line.

France on her part renounces all rights of Sovereignty, *Suzeraineté*,* and of possession over all the countries, districts, towns and places, situated beyond the frontier above described, the principality of Monaco being replaced on the same footing on which it stood before the 1st of January, 1792.

The Allied Powers assure to France the possession of the principality of Avignon, of the Comtat Venaissin, of the Comté of Montbeilliard, together with the several insulated territories which formerly belonged to Germany, comprehended within the frontier above described, whether they have been incorporated with France before or after the 1st of January, 1792. The powers reserve to themselves, reciprocally, the complete right to fortify any point in their respective states which they may judge necessary for their security.

To prevent all injury to private property, and protect, according to the most liberal principles, the property of individuals domiciliated on the frontiers, there shall be named, by each of the states bordering on France, commissioners, who shall proceed, conjointly with French commissioners, to the delineation of the respective boundaries.

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* Feodal paramountship.

As soon as the commissioners shall have performed their task, maps hall be drawn, signed by the respective commissioners, and posts shall be placed to point out the reciprocal boundaries.

IV. To secure the communications of the town of Geneva with other parts of the Swiss territory situated on the lake, France consents that the road by Versoy shall be common to the two countries. The respective governments shall amicably arrange the means for preventing smuggling, regulating the posts, and maintaining the said road.

V. The navigation of the Rhine, from the point where it becomes navigable unto the sea, and *vice versâ*, shall be free, so that it can be interdicted to no one:—and at the future congress, attention shall be paid to the establishment of the principles according to which the duties to be raised by the states bordering on the Rhine may be regulated, in the mode the most impartial, and the most favourable to the commerce of all nations.

The future congress, with a view to facilitate the communication between nations, and continually to render them less strangers to each other, shall likewise examine and determine in what manner the above provision can be extended to other rivers which, in their navigable course, separate or traverse different states.

VI. Holland, placed under the sovereignty of the house of Orange, shall receive an increase of territory. The title and exercise of that sovereignty shall not in any case belong to a prince wearing or destined to wear a foreign crown.

The states of Germany shall be independent and united by a federative bond.

Switzerland, independent, shall continue to govern herself.

Italy, beyond the limits of the countries which are to revert to Austria, shall be composed of sovereign states.

VII. The island of Malta and its dependencies, shall belong in full right and sovereignty to his Britannic Majesty.

VIII. His Britannic Majesty, stipulating for himself and his Allies, engages to restore to his Most Christian Majesty, within the term which shall be hereafter fixed, the colonies, fisheres, factories and establishments of every kind, which were possessed by France on the 1st of January, 1792, in the seas and on the continents of America, Africa, and Asia, with the exception, however, of the islands of Tobago and St. Lucie, and of the isle of France and its dependencies, especially Rodrigues and Les Séchelles, which several colonies and possessions his most Christian Majesty cedes in full right and sovereignty to his Britannic Majesty, and also the portion of St. Domingo ceded to France by the Treaty of Basle, and which his most Christian Majesty restores in full right and sovereignty to his Catholic Majesty.

IX. His Majesty the King of Sweden and Norway, in virtue of the arrangements stipulated with the Allies, and in execution of the preceding article, consents that the island of Guadaloupe be restored to his Most Christian Majesty, and gives up all the rights he may have acquired over that island.

X. Her Most Faithful Majesty, in virtue of the arrangements stipulated with her Allies, and in execution of the 8th article, engages to restore French Guyana as it existed on the 1st of January, 1792, to his Most Christian Majesty, within the term hereafter fixed.

The renewal of the dispute which existed at that period on the subject of the frontier, being the effect of this stipulation, it is agreed that that dispute shall be terminated by a friendly arrangement between the two courts, under the mediation of his Britannic Majesty.

XI. The places and forts in those colonies and settlements, which, by virtue of the 8th, 9th, and 10th articles, are to be restored to his Most Christian Majesty, shall be given up in the state in which they may be at the moment of the signature of the present Treaty.

XII. His Britannic Majesty guarantees to the subjects of his Most Christian Majesty the same facilities, privileges, and protection, with respect to commerce, and the security of their persons and property within the limits of the British sovereignty on the continent of India, as are now or shall be granted to the most favoured nations.

His Most Christian Majesty, on his part, having nothing more at heart than the perpetual duration of peace between the two crowns of England and of France, and wishing to do his utmost to avoid any thing which might affect their mutual good understanding, engages not to erect any fortifications in the establishments which are to be restored to him within the limits of the British sovereignty upon the continent of India, and only to place in those establishments the number of troops necessary for the maintenance of the police.

XIII. The French right of fishery upon the Great Bank of Newfoundland, upon the coasts of the island of that name, and of the adjacent islands in the gulf of St. Lawrence, shall be replaced upon the footing in which it stood in 1792.

XIV. Those colonies, factories, and establishments, which are to be restored to his Most Christian Majesty by his Britannic Majesty or his Allies, in the northern seas, or in the seas on the continents of America and Africa, shall be given up within the three months; and those which are beyond the Cape of Good Hope within the six months which follow the ratification of the present Treaty.

XV. The High Contracting Parties having, by the 4th article of the convention of the 23d of April last, reserved to themselves the right of disposing, in the present Definitive Treaty of Peace, of the arsenals and ships of war, armed and unarmed, which may be found in the maritime places restored by the 2d article of the said convention; it is agreed, that the said essels and ships of war, armed and unarmed, together with the naval ordnance and naval stores, and all materials for building and equipment shall be divided between France and the countries where the said places are situated, in the proportion of two-thirds for France, and one-third for the power to whom the said places shall belong. The ships and vessels on the stocks, which shall not be launched within six weeks after the signature of the present Treaty, shall be considered as materials, and after being broken up shall be, as such, divided in the same proportions.

Commissioners shall be named on both sides to settle the division and draw up a statement of the same, and passports, or safe conducts, shall be granted by the Allied Powers, for the purpose of securing the return into France of the workmen, seamen, and others in the employment of France.

The vessels and arsenals existing in the maritime places which were already in the power of the Allies before the 23d April, and the vessels and arsenals which belonged to Holland, and especially the fleet in the Texel, are not comprised in the above stipulations.

The French government engages to withdraw, or cause to be sold every thing which shall belong to it by the above stipulations within the space of three months after the division shall have been carried into effect.

Antwerp shall, for the future, be solely a commercial port.

XVI. The High Contracting Parties, desirous to bury in entire oblivion the dissensions which have agitated Europe, declare and promise that no individual, of whatever rank or condition he may be, in the countries restored and ceded by the present Treaty, shall be prosecuted, disturbed or molested, in his person or property, under any pretext whatsoever, either on account of his conduct or political opinions, his attachment either to any of the Contracting Parties, or to any government which has ceased to exist, or for any other reason, except for debts contracted towards individuals, or acts posterior to the date of the present Treaty.

XVII. The native inhabitants and aliens, of whatever nation or condition they may be, in those countries which are to change Sovereigns, as well in virtue of the present Treaty as of the subsequent arrangements to which it may give rise, shall be allowed a period of six years, reckoning from the exchange of the ratifications, for the purpose of disposing of their property, if they think fit, whether it be acquired before, or during, the present war; and retiring to whatever country they may choose.

XVIII. The Allied Powers, desiring to offer his Most Christian Majesty a new proof of their anxiety to arrest, as far as in them lies, the bad consequences of the disastrous epoch fortunately terminated by the present Peace, renounce all the sums which their governments claim from France, whether on account of contracts, supplies, or any other advances whatsoever, to the French government, during the different wars which have taken place since 1792.

His Most Christian Majesty, on his part, renounces every claim which he might bring forward against the Allied Powers on the same grounds. In execution of this article, the High Contracting Parties engage reciprocally to deliver up all titles, obligations and documents, which relate to the debts they may have mutually cancelled.

XIX. The French government engages to liquidate and pay all debts it may be found to owe in countries beyond its own territory, on account of contracts, or other formal engagements between individuals, or private establishments, and the French authorities, as well for supplies, as in satisfaction of legal engagements.

XX. The High Contracting Parties, immediately after the exchange of the ratifications of the present Treaty, shall name commissioners to direct and superintend the execution of the whole of the stipulations contained

in the 18th and 19th articles. These commissioners shall undertake the examination of the claims referred to in the preceding articles, the liquidation of the sums claimed, and the consideration of the manner in which the French government may propose to pay them. They shall also be charged with the delivery of the titles, bonds, and the documents relating to the debts which the High Contracting Parties mutually cancel, so that the approval of the result of their labours, shall complete that reciprocal renunciation.

XXI. The debts which in their origin were specially mortgaged upon the countries no longer belonging to France, or were contracted for the support of their internal administration, shall remain at the charge of the said countries. Such of those debts as have been converted into inscriptions in the great book of the public debt of France, shall accordingly be accounted for with the French government after the 22d of December, 1813.

The deeds of all those debts which have been prepared for inscription and have not yet been entered, shall be delivered to the governments of the respective countries. The statement of all these debts shall be drawn up and settled by a joint commission.

XXII. The French government shall remain charged with the re-imbursement of all sums paid by the subjects of the said countries into the French coffers, whether under the denomination of surety, deposit, or consignment.

In like manner, all French subjects, employed in the service of the said countries, who have paid sums under the denomination of surety, deposit, or consignment, into their respective territories, shall be faithfully re-imbursed.

XXIII. The functionaries* holding situations requiring securities, who are not charged with the expenditure of public money, shall be re-imbursed at Paris, with the interest, by fifths and by the year, dating from the signature of the present Treaty. With respect to those who are accountable, this re-imbursement shall commence, at the latest, six months after the presentation of their accounts, except only in cases of malversation. A copy of the last account shall be transmitted to the government of their countries, to serve for their information and guidance.

XXIV. The judicial deposits and consignments upon the "*caisse d'amortissement*," in the execution of the law of 28 Nivose, year 13 (18 January, 1805,) and which belong to the inhabitants of the countries France ceases to possess, shall, within the space of one year from the exchange of the ratifications of the present Treaty, be placed in the hands of the authorities of the said countries, with the exception of those deposits and consignments interesting French subjects, which last will remain in the "*caisse d'amortissement*," and will only be given up on the production of the vouchers, resulting from the decisions of competent authorities.

* In french, *titulaires de places.*

XXV. The funds deposited by the corporations and public establishments in the "caise de service," and in the *caisse d'amortissement*," or other "*caisse*," of the French government, shall be re-imbursed by fifths, payable from year to year, to commence from the date of the present Treaty; deducting the advances which have taken place, and subject to such regular charges as may have been brought forward against these funds by the creditors of the said corporations, and the said public establishments.

XXVI. From the first day of January, 1814, the French government shall cease to be charged with the payment of pensions, civil, military, and ecclesiastical; pensions for retirement, and allowances for reduction, to any individual who shall cease to be a French subject.

XXVII. National domains acquired for valuable considerations by French subjects in the late departments of Belgium, and of the left bank of the Rhine, and the Alps beyond the antient limits of France, and which now cease to belong to her, shall be guaranteed to the purchasers.

XXVIII. The abolition of the "*droits d'aubaine*,"* de "*detraction*," and other duties of the same nature, in the countries which have reciprocally made that stipulation with France, or which have been formerly incorporated, shall be expressly maintained.

XXIX. The French government engages to restore all bonds, and other deeds, which may have been siezed in the provinces occupied by the French armies or administrations: and, in cases where such restitution cannot be effected, these bonds and deeds become, and continue, void.

XXX. The sums which shall be due for all works of public utility not yet finished, or finished after the 31st of December, 1812, whether on the Rhine, or in the departments detached from France by the present Treaty, shall be placed to the account of the future possessors of the territory, and shall be paid by the commission charged with the liquidation of the debts of that country.

XXXI. All archives, maps, plans, and documents whatever, belonging to the ceded countries, or respecting their administration, shall be faithfully given up at the same time with the said countries; or, if that should be impossible, within a period not exceeding six months after the cession of the countries themselves.

This stipulation applies to the archives, maps, and plates, which may have been carried away from the countries during their temporary occupation by the different armies.

XXXII. All the powers engaged on either side in the present war, shall, within the space of two months, send plenipotentiaries to Vienna, for the purpose of regulating, in general congress, the arrangements which are to complete the provisions of the present Treaty.

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* *Droit d'aubaine*:—right of succession in the territorial sovereign to the personal estate of aliens dying within his dominions: an inhospitable remnant of feodality now almost generally eradicated from modern jurisprudence.

XXXIII. The present Treaty shall be ratified, and the ratifications shall be exchanged within the period of fifteen days or sooner, if possible.

In witness whereof, the respective plenipotentiaries have signed and affixed to it the seals of their arms.

Done at Paris, the thirtieth of May, in the year of our Lord one thousand eight hundred and fourteen.

(L.S.) *Le Prince De Benevent.*

(L.S.) *Castlereagh.*

(L.S.) *Aberdeen.*

(L.S.) *Cathcart.*

(L.S.) *Charles Stewart, Lieut.-Gen.*

ADDITIONAL ARTICLES.

I. His Most Christian Majesty, concurring without reserve, in the sentiments of his Britannic Majesty, with respect to a description of traffic repugnant to the principles of natural justice, and of the enlightened age in which we live, engages to unite all his efforts to those of his Britannic Majesty, at the approaching congress, to induce all the Powers of Christendom to decree the abolition of the Slave Trade, so that the said Trade shall cease universally, as it shall cease definitively, under any circumstances, on the part of the French government, in the course of five years; and that, during the said period, no slave merchant shall import or sell slaves, except in the colonies of the state of which he is a subject.

II. The British and French governments shall name, without delay, commissioners to liquidate the accounts of their respective expences for the maintenance of prisoners of war, in order to determine the manner of paying the balance which shall appear in favour of the one or the other of the two Powers.

III. The respective prisoners of war, before their departure from the place of their detention, shall be obliged to discharge the private debts they may have contracted, or shall, at least, give sufficient security for the amount.

IV. Immediately after the ratification of the present Treaty of Peace, the sequesters which, since the year 1792 (one thousand seven hundred and ninety-two) may have been laid on the funds, revenues, debts, or any other effects of the High Contracting Parties or their subjects, shall be taken off.

The commissioners mentioned in the 2d article shall undertake the examination of the claims of his Britannic Majesty's subjects upon the French government, for the value of the property, moveable or immoveable,

illegally confiscated by the French authorities, as also for the total or partial loss of their debts or other property, illegally detained under sequester since the year 1792 (one thousand seven hundred and ninety-two.)

France engages to act towards British subjects in this respect, in the same spirit of justice which the French subjects have experienced in Great Britain; and his Britannic Majesty, desiring to concur in the new pledge which the Allied Powers have given to his most Christian Majesty, of their desire to obliterate every trace of that disastrous epocha so happily terminated by the present peace, engages, on his part, when complete justice shall be rendered to his subjects, to renounce the whole amount of the balance which shall appear in his favour for support of the prisoners of war, so that the ratification of the report of the above commissioners, and the discharge of the sums due to British subjects, as well as the restitution of the effects which shall be proved to belong to them, shall complete the renunciation.

V. The two High Contracting Parties, desiring to establish the most friendly relations between their respective subjects, reserve to themselves, and promise to come to a mutual understanding and arrangement, as soon as possible, upon their commercial interests, with the view of encouraging and increasing the property of their respective states.

The present additional articles shall have the same force and validity as if they were inserted word for word in the Treaty patent of this day. They shall be ratified, and the ratifications shall be exchanged at the same time.

In witness whereof the respective plenipotentiaries have signed and affixed to them the seals of their arms.

Done at Paris, the thirtieth day of May, in the year of our Lord one thousand eight hundred and fourteen.

*(L.S.) *Le Prince De Benevent.*

(L.S.) *Castlereagh.*

(L.S.) *Aberdeen.*

(L.S.) *Cathcart.*

(L.S.) *Charles Stewart, Lieut.-Gen.*

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* L.S.—*locus sigilli*: place of the seal.

FROM THE LONDON GAZETTE OF TUESDAY, MAY 31.

Foreign Office, May 31.

EARL BATHURST, one of his Majesty's Secretaries of State, has this day notified, by command of his Royal Highness the Prince Regent, to the ministers of friendly powers resident at this court, that the commander in chief of his Majesty's naval forces off the coasts of the United States of North America, has issued a proclamation dated at Bermuda, on the 25th day of April last, declaring all the ports, harbours, bays, creeks, rivers, inlets, outlets, islands, and sea-coasts of the said United States, from the point of land called Black Point, to the northern and eastern boundaries between the said United States and the British provinces of New Brunswick, to be in a state of strict and rigorous blockade; and that the said commander in chief had stationed off the ports and places above-mentioned a naval force adequate to maintain the said blockade in the most rigorous and effective manner; and that the ports and places aforesaid are, and must be considered as being, in a state of blockade accordingly; and that all the measures authorised by the law of nations will be adopted and executed with respect to all vessels attempting to violate the said blockade.

Earl Bathurst, at the same time, notified to the said ministers, by command of his Royal Highness the Prince Regent, that the whole of the French troops, which forcibly occupied positions on the banks of the Elbe, having been removed so as to leave that river free and secure to the vessels of his Majesty's subjects, as well as other nations, his Royal Highness has judged it expedient to signify his commands to the lords commissioners of the Admiralty, that the necessary orders may be given, that all his Majesty's ships of war, which may have been stationed at the mouth of the Elbe, for the purpose of blockading the same, may immediately be withdrawn.

By his Royal Highness the PRINCE of WALES, REGENT of the United Kingdom of Great Britain and Ireland, in the name and on the behalf of HIS MAJESTY,

A PROCLAMATION,

George, P. R.

WHEREAS, a Definitive Treaty of Peace and Friendship between HIS MAJESTY and HIS MOST CHRISTIAN MAJESTY hath been concluded at Paris, on the 30th day of May last; in conformity thereunto, we have thought fit, in the name and on the behalf of HIS MAJESTY hereby to command, that the same be published throughout all His Majesty's dominions: and we do declare to all His Majesty's loving subjects our will and pleasure, that the said Treaty of Peace and Friendship be observed inviolably, as well by sea as land, and in all places whatsoever; strictly charging and commanding all His Majesty's loving subjects to take notice hereof, and to conform themselves thereunto accordingly.

Given at the Court at Carlton-house, the 17th day of June, 1814, and in the fifty-fourth year of His Majesty's reign.

GOD SAVE THE KING.

PLATE CCCCXVI.

CAGLIARI, antiently *Calaris*, the metropolis of the island of Sardinia, is seated on the declivity of a hill: it is an university; an archbishopric; and royal residence. It was taken with the whole island in 1708, by the English, who transferred it to the Emperor, CHARLES VI.; but it was retaken by the Spaniards in 1717; and about two years afterwards ceded to the Duke of Savoy in lieu of Sicily. Latitude 39° 27′ N. longitude 9° 14′ E. from Greenwich, according to MALHAM's *Naval gazetteer* (1795). The same authority describes it hydrographically as lying 4 leagues N.N.E. from Cape S. Roca, or Saroch, with a great bay to the W. between the city and the Cape, having good anchorage on an even sandy shore, the land of which is rather low. Ships may come to anchor in 3, 4, or 5 fathoms sandy ground any where in the bay; or just before the city, or under the castle 2 or 3 leagues from the city, in 14 fathoms sandy ground; or in coming by night into the bay, if unable to get a sight of the city, they may anchor and lie safe till daylight any where in 14 to 16 fathoms, at 3 or 4 leagues off. The *Connoisance des tems ou des mouvemens célestes*, places Cape Tavolaro, the southern promontory of Sardinia, and the western head land of the gulf of Cagliari, in latitude 40° 54′ 16″ N. longitue 7° 23′ 13″ E. from Paris=9° 43′ 28″ from Greenwich.

S.

HYDROGRAPHY, PILOTAGE, &c.

ASIA.

SUMATRA.

Remarks respecting the west coast, inner passage, winds, currents, &c. MSS.

[Continued from page 403.]

FROM Poolo Talour steer S. 56° E. 26 miles, and you will be abreast of three remarkable hills on low flat land, which is Ojong-Massong:* give this point a good berth of 7 miles, and steer S.S.E. nothing eastward,

* OOJONG-MASSANG:—(or Point Massang) is situated nearly in latitude 17′ S. about 10 leagues S.E.b.E. from Ayer-bongy bay; it has a reef of foul ground stretching out about 2 or 2½ miles; which should not be approached under 17 fathoms; near the point are the three Massang hills; the middle or largest being of tabular form, and the others resembling hay-cocks. Between this place and the south point of Ayer-bongy bay, which is of middling height, the coast is low, and forms the bay of Passaman. If a ship departing from Ayer-bongy intend to proceed southward within the sholes, where the lead

Rich.d S. del 1813.

Bailey sc.

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and you will pass outside of all dangers that lie off the Ticoo isles, which are said to be many; and it is also said that there is a good passage close to those isles, which is called the inner passage: but I would not recommend that passage for ships of war, nor in the night for any ship; for nothing can be gained by running so great a risque, and incurring such anxiety of mind as the attempt must cause. After having passed the Ticoo isles,* you may go optionally either inside or outside of *Poolo* Bandas, at two miles distance from it, and clear of danger. It bears from Massong point S. 24° E. 38 miles; from Preaman village S. 58° W. 8½ miles; and from Padang head N. 27° W. 18½ miles. Off Preaman there are 4 islands; the northernmost called Poolo Cassey. There is a passage inside of these islands, as well as of the Ticoos: but no ship has any business in-shore of them, unless traffic be the object: very many are the sholes about the Ticoo and Preaman isles; not one of which lie farther sea-ward than 5 miles W. of the outer Ticoo: so that if you are abreast of the Ticoos, with 6 miles westing from them, you may safely steer S. and having run 30 miles, you will have Bandas (or Tojoo) bearing due E. 10 miles off; when you may haul in for the land, passing 5 miles to westward of Poolo Ayre, a small island near the shore; which bears from Padang N.W. ½ N. 7 miles. I have seen a chart, wherein is laid down a shole N.W. ½ W. from Bandas 9 miles, having 5 fathoms water on it: I did not see it; nor had my pilot any knowledge of it: however, should it exist, such a course will carry you clear of it. It is certainly necessary to be on your guard against the same, as I have seen five-fathom sholes break tremendously heavy.

We have now got along as far as Padang; and having indicated, I trust, as good a passage as exists there, and with care and attention ascertained the situations of the many dangers seen, as well as pointed out by a clever pilot, I now have to speak of the track from Padang to Bencoolen. The coast between these two factories is much better known than any other

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is a good guide, and the anchorage safe, she ought to keep in from 5 to 8 fathoms, within 2 miles of the shore, until abreast of *Oojong* See-carboa, and pass that point about 1 mile distant: she may then in day-light, borrow towards the sholes to 12 fathoms: but towards the main not under 9, after the point bears about N.N.E. when turning to windward. (Horsburgh.)

* Ticoo:—is the general name for a group of three islands about 3 leagues S.E. from Massang: they are small and woody; about 1½ mile apart, and the innermost is the same distance from the main-land of Sumatra. The proper channel is within a mile of the west and south sides of the outer island in 14 to 16 fathoms in order to avoid a shole bearing from it about S.W.b.W. 3 or 4 miles, in 25 fathoms; over which the swell may be seen to roll distinguishably when it is abreast, if there be much sea; another shole lies S.W. about 5 leagues from the outer Ticoo, no ground 50 fathoms, near it. Should night be approaching, a ship may anchor in 9 or 10 fathoms, with that island bearing W. distant about ½ mile. This island is in latitude 23′ S. and bears S.E.½S. from Point See-carboa. When, coming near these islands from the south, breakers appear which seem to deny any safe passage among them: but, between the middle and inner islands there is a safe channel on either side of a small coral bank. (Horsburgh.)

part of Sumatra; thanks to that able surveyor, Lieutenant J. Mac-Donald: his chart is verified with great care, and the cross-bearings with superior exactness; but I have two objections to make: 1stly, the coast is laid down from 20 to 30 miles too far west. 2ndly; the drawing, or perhaps the printing, of the islands and bays, shews one continued rocky beach, which would lead a person to suppose it were impossible to land in any of the harbours; whereas I have found quite the reverse: most of the bays have a fine sandy beach, and a boat may land on any of the islands: they all abound with cocoa-nuts; and are most commonly steep-to, at a mile distance. In briefly stating a few remarks on our way to Bencoolen, although I shall pay due respect to the information of navigators who have preceded me in this passage, I cannot give up my own opinions founded on personal observation.

Off Padang are 8 islands in the offing, including Bandas, the northernmost. There are divers names given to each by the natives, and others: in order to avoid confusion, I shall distinguish them numerically; and call Bandas (or Tojoo) the 1st Padang island, and so on to *Poolo* Senaro, the 8th and southernmost. The situation of the 1st has been already shewn. The 2d bears from Padang head W. $\frac{3}{4}$ N. 15 miles; from the 1st S.E. $\frac{1}{4}$ S. 8 miles; no danger appearing near it. The 3d bears from Padang W.N.W. $11\frac{1}{2}$ miles; and from the 2d E. $\frac{3}{4}$ S. 4 miles; no danger visible. The 4th bears from Padang W. $\frac{3}{4}$ N. $12\frac{1}{2}$ miles; and from the 3d S.W. b. S. 3 miles: We passed it to northward 2 miles: between it and the 3d, no danger but what you see. The 5th bears from Padang W. 6° S. $9\frac{1}{2}$ miles; and from the 4th S. $\frac{1}{2}$ E. 4 miles: a shole lies between 4th and 5th, making the passage unsafe. The 6th bears from Padang W. b. S. $\frac{1}{2}$ S. not quite 7 miles; and from the 5th E. 7° S. 3 miles: the 7th bears from Padang W. b. S. $\frac{3}{4}$ S. 13 miles; and from 6th W. S. W. $6\frac{1}{2}$ miles; a shole breaking now and then N.E. b. E. $1\frac{1}{2}$ mile from this island. The 8th, or Senaro, bears from Padang S.S.W. $\frac{1}{2}$ W. 8 miles; and from 7th, E. b. S. $\frac{1}{2}$ S. $9\frac{1}{2}$ miles. There is a shole extending N.E. $1\frac{1}{2}$ mile from Senaro, breaking sometimes. Another N. 58° W. 3 miles, always breaking heavy. Another S.E. $\frac{3}{4}$ S. 2 miles, scarcely ever breaking. E.N.E. of this island is Bangas bay; on which line are several banks of 8 and 5 fathoms water. We sounded on one of them, not larger than the ship, 8 fathoms coral rocks, plain to be seen when on it, but not before, and alongside of it 25 fathoms. I should imagine that in the N.W. winds, or in a hard gale, these banks must break, though perhaps not heavy, being sheltered by the islands. After passing Senaro, steer for either of the adjacent islands, passing *Poolo* Bintango at 3 cables' length; then rounding *Poolo* Marro at the same distance, by keeping Seronda (a small island northward of Bintango), you will avoid the sholes lying off Senaro. The next island you see is *Poolo* Niamo; steer direct for it; pass it on either side at pleasure, so near even as $\frac{1}{2}$ a mile. The next island in your way southward is *Poolo* Paneo; steer S.E. b. S. 28 miles, and you will pass it about 1 mile in-shore; take care not to haul up farther E. as you run a risque of getting on a shole bearing S.E. $\frac{1}{4}$ E. from Niamo; N. b. W. $\frac{1}{4}$ W. from Paneo; and W. b. N. from *P.* Ayer-Basar, which you will see in-shore of you. If you wish to go within side of all the

above-mentioned islands you may. Rounding *P.* Sabadda, and *P.* Troosam, a mile distant (within which is a commodious safe harbour, called Saytan), you may pass within side of the *P.* Babbi-kechil, and *P.* Babbi-basar, and so coast along to Batang-capy bay, having nothing to fear, being a fine bold shore, your general soundings from 9 to 19 fathoms, mud, and good anchorage under all the islands, which are in number six. I had a working wind, and a good pilot, which enables me to speak confidently from experience and his knowledge. I would by no means advise the inner passage: no advantage can be gained by it: perhaps it may detain you: I only make known its existence. After passing *P.* Paneo, haul in for the main, or Teloor point. (By the bye, Mr. W. Kerton places a shole off Paneo, bearing E. b. N. 2 or 3 miles, which beyond a doubt does not exist; for I have passed here on every side at a mile distance, both beating down, and standing up, along the coast: but that is not the only instance in which I have found Mr. Kerton's authority incorrect). Off Point Teloor is *Poolo* Teloor, from whence to *Poolo* Bringen, or Ringen, there are numerous rocks and shoals stretching out to S.W. of Teloor, then S.E. to Bringen. There are also 4 small islands between these two; about which and the sholes I had the dissatisfaction of working for 36 hours, and narrowly escaped getting on a sunken rock of 3 fathoms; by keeping the shore close on board, that is to say, at 4 or 5 miles distance, you have a fine channel, the land forming a deeply indented bay to Indrapoor point, nearly in the centre of which bay is Ayer-raja; off this N.W. 6° W. 5 miles is a shole; but there is plenty of working room. Indrapoor point bears from that of Teloor S. b. E. $\frac{1}{4}$ E. 35 miles, which course, or nearly so, you may safely steer, having from 20 to 26 fathoms mud. After passing Indrapoor, you have nothing to fear, but may run down the coast in 20 fathoms mud; liable, however, to a cast or two of the lead in 17 fathoms, hard rock, S. from Indrapoor, 8 or 10 miles. The next settlement is Moco-moco, bearing from Indrapoor S. 43° E. 28 miles. The next is Ayerpoor, bearing from Moco-moco S. 20° E. 48 miles. Having Ayerpoor W. $\frac{1}{4}$ N. and Indrapoor N. 28 W. 72 miles, 7 miles off-shore is a very dangerous shole, with not quite 2 fathoms on it: you may know when you are in its latitude, by being abreast of low red cliffs, which extend along the coast nearly as far down as Bencoolen: this rock lies off the commencement of those cliffs, which form the best land-mark for it: its latitude is 3° 14′ S. longitude 101° 37′ E. with 15 fathoms water close to it: it is not longer than a frigate's quarter-deck. You will also find a bank of hard sand, or rather gravel, beginning in this latitude, and extending 10 miles off the land, with 12 to 8 fathoms water on it. You will carry 5 fathoms within two miles off-shore: it runs along the coast down as far as 3° 40′ S. when you will lose the red cliffs. I have worked on all parts of this bank; but never found any danger except the Ayerpoor rock. After getting southward of the red cliffs, you will soon gain sight of Rat island: if the weather be clear, you will see the Sugar-loaf; but in hazy weather, when the wind is S.E. it frequently happens that Rat island is made first. The Sugar-loaf is a fine land-mark: its geographical site is 3° 44′ S. and 102° 23′ E. that of Rat island is 3° 50′ S.

and 102° 21′ E. from Greenwich. To go into Bencoolen anchorage by the northern passage, bring Fort Marlborough* to bear E. b. N. and steer for it direct until you get Rat island to be S.S.E. when you may haul-in for the island, and anchor in 13 fathoms, soft blue mud: the centre of Rat isle bearing S. b. W. ½ W. Sugar-loaf N. ½ E. Fort Marlborough E.N.E. which I take to be the best anchorage in the road. By the southern passage, in order to avoid Rat island's S.E. shoal, bring F. Marlborough to bear N.E.½N. until the W. point of *Poolo* Bay bears S.E. ¼ S. when you will have the northern breakers of Rat isle bearing N.W. b. W. a large mile's distance; then you may steer N. rounding to westward until you get the heretofore mentioned anchorage's bearings on. I have led you near Rat island as all the dangers about it, except the two western breakers, are visible; and I recommend rounding its north end at not more than a mile and half distance: the banks bearing from W.N.W. to W. off Rat island have 5 fathoms on them, and seldom break except in blowing weather, or when a heavy swell tumbles into the bay; which frequently happens without much wind.

LITERARY NOTICE.

Lieutenant J. H. Tuckey, of the royal navy, has announced to the hydrographer, his intention of publishing a work: which he states to have been the result of laborious compilation during the forced leisure of nine years captivity; and is entituled:——

"Maritime geography, or a description of the ocean and its coasts, comprehending; 1, the natural history of the ocean; 2, description of the sea coasts, their nature, promontories, indentations, ports, rivers, islands, rocks, sholes, &c. 3, maritime commerce, fisheries, and marines, of the different maritime nations, together with historical essays on the progress of maritime geography, and on the rise and progress of the european commerce and establishments in Africa, Asia, and America; hydrographical division of the globe, explanation of maritime geographical terms, &c. Tables of geographical position of tides, of the variation of the compass, &c. The whole elucidated by notes, and concluded by an alphabetic list of proper names. In v volumes."

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‡ Fort-Marlborough:—*vulgo*, Bencoolen, is in latitude 3° 48′ S. longitude 102° 28′ E. by mean of lunar observations taken by several navigators, and combined with chronometers. Captain W. Rees made it 22° 7′ E. from Point de Gale by 4 chronometers, whose greatest difference, after a speedy passage thence, was 4 miles, which will place it in 102° 27′ E. By the same chronometers, he made 4° 25′ E. from F. Marlborough to Batavia; which will also place the former in 102° 27′ E. allowing the latter to be in 106° 52′ E. which is considered as being the true longitude of that city within a mile. (In most charts F. Marlborough is laid down in 102° E. but the directories of 1801 and 1804 state it to be in 103° 6′ E. by lunar observations.) The fort and town are built on *Oojong* [point] Carrang, of moderate elevation, and level appearance; but the land in the country north-eastward is high and hilly; one part of which, called, from its conical form, the Sugar-loaf, is most conspicuous, and serves for a mark. (Horsburgh).

This *prospectus* comprises a number of important pledges which the Hydrographer wishes and hopes the author may be successful in redeeming. In addition to the toil of arrangement, he has the heavy responsibility of selection, so as not to become like too many of his predecessors, another accomplice in the perpetuation of error. We beg leave to remind him, and do it not from vanity or self-interest, but from the pure love of science, that information of a very profitable kind on almost every subject enumerated above, abounds in the volumes of the Naval Chronicle, which a reference to our thirty-one indexes now extant, and which will not take him above an hour to scrutinize, will enable him to discover and convert to practical purpose. The sections of "Hydrography" alone would form a valuable book; besides the incidental papers on magnetism and navigation, &c. in various other departments of this publication. We beg leave particularly to call his attention to nomenclature, and to a due regard of that humble, but useful, branch of literature, called spelling; which is of some importance in proper names. The systematic restoration of the primitive or indigenous names of places, and the expurgation of the arbitrary and corrupt appellations bestowed in all parts of the world by sailors, and other illiterate persons, who are led from home by pursuits very different from those of science, would, in our humble opinions, prove very beneficial objects of Mr. Tuckey's industry. On the hydrographic division of the globe, he may conveniently refer to vol. vi, p. 312, 389, 490. On the longitude, to viii, 138; x, 370; xii, 13; xxvi, 402. On the mariner's compass, magnetic variation, &c. to ii, 59; xv, 460; xx, 21; xxiv, 109; xxvii, 194; xxviii, 318, 321, 400. On equatorial and southern navigation, to xxix, 218, 304. On oceanic dangers, to i, 357: xix, 452; xxv, 222; xxvii, 26; xxviii, 71; xxix, 220, 303. And more particularly to the letters of our hydrographical correspondents Atlas, and J. H. at pages 220, and 398, of the present volume. Thus may he propitiate his future reviewers, and more particularly

S.

NAVAL LITERATURE.

Principles and Practice of Naval and Military Courts Martial. By John M'Arthur, LL. D. (Fourth Edition.)

THOUGH the title page indicates that the work, published under this description, had undergone *four* editions, the fact would seem to be otherwise. It would be more consistent with the term, if it had been said, that this is the fourth publication of the author on subjects congenial with those which are treated in the volumes before us. This observation is offered, not with a view to disparage either the assertion or the success of the author, in this his laborious undertaking; but to apprize the reader of

that which he is to expect from the promise of the title page. This explanation will not have a tendency to injure, but to assist, as it is intended, the interests of the author, by shewing, that, instead of the present edition being little more than a transcript of several foregoing impressions, it partakes in reality, if not in name, of an original work.

The first publication of Mr. M'Arthur was purely confined to the illustration of the principles of naval institutions, and the practice of naval courts martial. As it may be collected from the preface, this author was the first who ventured to tread on this hitherto untrodden path. The success appears to have been co-extensive with the confidence that dictated the attempt.

The first edition was exhausted in the course of six years, when the author being called upon, as it appears, for a second, endeavoured to make it more acceptable to the public, and more useful in its scope, by grafting several improvements on the original work, and by an amplification of its objects and contents. Having incidentally touched, with a view to elucidate his main purpose, on the practice of courts martial on shore; and having learned that his book had been consulted as an authority in such proceedings, he was induced, at the suggestion of military gentlemen of high rank, " to extend his researches to the principles and practice of courts martial in both departments of the king's service." In this he has endeavoured, as he says in the preface to the enlarged edition, " to exhibit the parallel superstructures, in order that their discordance and analogy, the proportions of the one to the other, and their comparative merits and defects, might be compared and ascertained." A further illustration of these particular branches of law is attempted by a reference to the general principles of the written and unwritten law of England.

The subject thus amplified, swelled not only in bulk, but in importance, and became, in consequence, more difficult to handle. It is no easy achievement, it should seem, to treat such extensive and complex materials with simplicity and order. But as Mr. M'Arthur designed not to go into any minute analysis and comparison of the different objects of his proposed examination, but to glance at general more than particular discrepances and resemblances, he did not impose on himself a task beyond the strength which he felt himself to possess, and which he had exerted so successfully in the original publication.

It was the principal aim of the second, and of the immediately succeeding edition, to shew the close affinities of the two distinct branches of law, referable to the sea and land service, in preference to their distinctions and differences from one another. And as they had many points in common, or of very near contact, what was observed of the one, might for the most part be predicted of the other. Hence, what was advanced seemed to have relation to the illustration of a single and not a complicated subject; so that the reader, whether soldier or sailor, regarded the short occasional allusions to matters not directly connected with the particular object of his reading, as so many aids to the thorough understanding of the treatise. Nice distinctions were not dwelt upon, nor were they necessary to be traced in a book of practical more than theoretical or experimental

knowledge, from which latter circumstance the reader, who took up the volume, for the professional instruction of which he stood in need, was not delayed in his research, in arriving after a winding and circuitous route to the end of his travel. If the illustrative matter had so far preponderated as to have a positive and not a negative character, and had come to be regarded by one of the two classes of readers, as a principal rather than an auxiliary, the patience of each, in his turn, might have been expected to tire in traversing such portion of the field of enquiry as did not concern his particular search. Mr. M'Arthur hit the happy medium at first; so as to engage both, without running the risk of fatiguing either. He was fortunate, too, in observing a rule, which he laid down for himself at the onset, of not deviating from the thread of his pursuit, of not stopping by the way to throw out any decided opinion of his own, or to venture any incidental observation, as he tells us, "unless when it had been the result of much research, and from a thorough conviction of its being founded on incontrovertible principles of law, and the immutable principles of justice." Such determination was more safe: inasmuch as it was less speculative and hazardous.

A mind like Mr. M'Arthur's, more capable of labour than susceptible of fancy, would rather employ itself in attempts to perfect what it had began, than engage itself in any new design. To this may be ascribed the completion of the work before us, in its present form and shape; augmented in its size, varied in its disposition, and diversified in its contents, by great accumulation of labour if not of address.

The fourth abounds with much additional information on all the heads embraced by the preceding editions; but it is not, we apprehend, on that account more valuable as a whole in the distinct hands into which it may happen to fall. It is very probable that the author may have been complimented by his readers of various classes, to whose use this work is dedicated, which induced him to render it as complete as his means would allow, to the separate wishes of each, without reflecting, that as it should be encreased to answer the desires or expectations of one, it would tend in the same degree to weary or disappoint, perhaps, the wishes of another. And so both in the end would be tormented if not offended, by the efforts which had been made to gratify them singly, and which actually had gratified them, if such efforts could have been suffered to terminate at that point, where the separate interest of the several parties ceased. But this, from the mixed nature of the undertaking, was utterly impracticable. The consequence is, that in proportion to the labour and to the swell of the material, the work is in the same ratio less welcome to every description of readers in succession.

It often happens, that the success even of a fortunate attempt is not in proportion to the labour bestowed on it; and still oftener, that in the endeavour to please, the effect is not commensurate with the pains. No wonder, then, that it has happened so in this instance.

The reader, who may have to refer to this publication for a particular purpose, besides having to wade through a stream of information, superfluous to his wants, will have on certain occasions to encounter some gra-

tuitous positions and observations, which might have been well spared; and from which the author wisely purposed to refrain in the preceding editions. And it is to be lamented, that he did not carry with him the same sage resolve to his future and progressive labour.

It is not to be understood, from the foregoing remarks, that the work under review is filled with matter in *itself* superfluous, or inapplicable to the general subject,—but that it is so in relation, successively, to one or other description of readers, from the mixed nature of the work. It is due, however, to Mr. M'Arthur to notice, that he has made many desirable additions to the present edition; and more especially in the accumulation of cases and precedents, which constitute in this, as well as in the foregoing editions, the great value of his book. His industry is most commendable, as is his sedulous endeavour to arrange, in a methodised form, what his successful enquiry put into his hands. But the skill in arrangement is not perhaps so conspicuous, as the pains in the collection of the materials.

The first volume is devoted to the elucidation of the *principles* of naval and military law. It consists but of one book, in which it is proposed to treat—"of laws in general—origin and progress of martial law—and the fundamental principles of naval and military courts martial."

This book is divided into 12 chapters, and these again are subdivided into numerous sections.

The second volume like the first, consists only of a single book, touching principally the *practice* of courts martial, naval and military; relative to "the proceeding in bringing offenders to trial—assembling the court—arraignment of the prisoner—examination of witnesses—rules and doctrines of evidence, judgment, and execution." These form the subjects of nine separate chapters; with a great number of sectional subdivisions.

To each volume is affixed a copious appendix, consisting of official documents, legal opinions, &c.

From this general summary of the contents, the reader will perceive, that the subject of enquiry is broad enough, and that the fear is not so much for the author's lack of matter, as for the superabundance of it. Compression would seem absolutely necessary to keep such a mass of materials within any moderate bounds. But of this requisite talent the author would not appear to be sufficiently possessed—or possibly the sub-division of his chapters into so many sections, has tempted him, in order to give a substantive consequence to each, though the subject of it should be meagre and barren, to dilate and enlarge on it more than he otherwise would if he had treated of it under a more general head.

The principal fault, so as it would seem to us, is the sub division of the book into so many different heads; which has produced a second fault, almost a natural consequence of the first, namely, a diffuse manner of handling the multifarious subjects presenting themselves under the several subdivisions.

The division of the chapters into sections seems to have been introduced with a view to give a distinctness to objects, which the author had a wish or interest in keeping distinct; but it has had the effect, in several instances which we could notice, of breaking a subject in twain, which would have

been more happily considered, if it had been discussed in an undivided form. This, at times, produces confusion, or renders what is subsequently observed, at variance or irreconcileable with what had foregone, and at others, it is to be feared, scarcely intelligible at all.

But with all the care of the author to be precise, in his definitions, positions, and illustrations, it sometimes occurs that he is not very felicitous in effect. He appears not very accurate in some places, either in his conception of what is passing under his view, or in his description or explanation of it to his readers.

The third chapter of the first volume may be cited as an instance of the obscurity to be found in certain parts of the author.

The following extract taken from it will serve to shew, whether the general objections, we have taken the liberty to state in the foregoing passages, be with or without reason:

CHAPTER III.

Of Military and Martial Law and their Line of Distinction.

SECT. I.—MILITARY AND MARTIAL LAW DEFINED.

Military law, as exercised by the authority of Parliament, and the mutiny act annually passed, together with the articles of war framed by his Majesty, and the printed regulations from time to time issued for the regulation of his Majesty's troops, have often been confounded, by able lawyers and writers on the subject, with a different branch of the royal prerogative denominated martial law, and which is only resorted to upon an emergency of invasion, rebellion, or insurrection.

Martial law is proclaimed by authority of Parliament, and prevails generally or partially in a kingdom for a limited time, as latterly in Ireland, for the suppression and extinction of the rebellion which had so long unhappily existed. The authority under which martial law is exercised, when it prevails in its full extent, claims a jurisdiction, in summary trials by courts martial, not only over all military persons in all circumstances; even their debts are subject to enquiry by a military tribunal; and every species of offence, committed by any person who appertains to the army, is tried not by the civil judicature, but by the judicature of the regiment or corps to which he belongs—but it also extends to a great variety of cases not relating to the discipline of the army, but relative to that state which subsists by military power; as plots against the sovereign, intelligence to the enemy; which are all considered as cases within the cognizance of the military authority.

The statute for putting in execution martial law, usually gives a power to arrest or detain in custody all suspected persons, and to cause them to be brought to trial in a summary manner by courts martial, and to execute the sentence of all such courts, whether of death or otherwise: and declares moreover, that no act done in consequence of those powers, shall be questioned in any of the king's ordinary courts of law; and that all who act under the authority of such statute, shall be responsible for their conduct in the same, only to such courts martial.

[To be continued.]

Marine Law.

ON the 25th of May, a Court Martial was held on board H.M.S. Gladiator, at Portsmouth, to try the surviving officers, and ship's company of the Monkey gun-brig, which was lost, on Christmas-day, 1810, on the coast of France, near Belleisle. It appeared, in evidence, she had been greatly distressed by a continued series of gales of wind, for nine days previous to her loss, during which time, she could not make an observation of her situation, and that, in the night time, she was thrown miraculously between two high rocks, which sheltered the people from the effects of the heavy sea running; that Lieutenant Fitzgerald, her commander, jumped overboard, and was swimming on shore, when a heavy sea lifted the vessel close to him, and, from his shrieks, it was supposed, his legs were jammed between the ship and the rocks: he immediately sunk, and the receding waves washed him away.

On the 27th, Lieutenant Molyneaux Shuldham was tried for the loss of the Adder, on the 9th December, 1806, on the coast of France, near Abrevack. It appeared that, from lying-to, the vessel had drifted, and an error occurred in her reckoning, which was not sufficiently explained to the Court, that, in the night time, she drifted over a ridge of rocks, and could not get out; that Lieutenant Shuldham, with great judgment, steered her through numerous rocks and breakers (placing himself at the fore top-mast head, from whence, he could clearly see the dangers above and below the water), into a small cove, where all the people were saved. The Court censured him for neglecting to heave the lead, during the time the Adder was lying-to, but, in consideration of his judgment in steering her ashore, by which the lives of the crew were saved, only admonished him to be more careful in future. The crew were acquitted.

On the 30th of May, the surviving officers and ship's company of the Alacrity, sloop of war, which, when commanded by Captain Nisbett Palmer, was captured on the 26th of May, 1811, by the Abeille, French brig of 20 guns, after an action of half an hour, off Bastia, in the Island of Corsica. The Court, from the circumstances related, agreed, that the capture of the Alacrity was caused by Captain Palmer, her commander, and nearly all the other officers, being killed or wounded early in the action, and the captain's not returning on deck after having his wound dressed by the surgeon; that no blame was imputable to the surviving officers and ship's company, but that the whole of the conduct of Mr. James Flexman, the boatswain, was marked by great zeal and courage, particularly in not leaving the deck, although he was wounded. They were all acquitted.

On the same day were tried, Lieutenant Snell, and Mr. Thompson, master, and the few surviving crew of the Minotaur, of 74 guns, Captain Barrett, which was lost on the North Haaks Sands, off the Texel Island, on her passage from the Baltic to the Downs, in the winter of 1810. It appeared, that the loss of the ship was caused by an error in the reckoning of the pilots, as to the ship's situation, they presuming her to be near

Smith's Knowl, when, at the time she struck, she was 60 miles from that shoal. The court passed a sentence of acquittal on all the officers and ship's company. We are sorry to say, that it appeared, in evidence, the Dutch might have saved the people, if they had attended to the urgent requests of those who were fortunate enough to land first.

On the 30th, Captain C. Otter, and officers, of the late frigate Proserpine, were tried for her capture by a French squadron of two sail of the line and three frigates, on the 28th of February, 1809. The Court determined that the Proserpine was defended in the most gallant and determined manner, and was not surrendered until resistance was of no avail; and Captain Otter, his officers, and ship's company, were honourably acquitted.

On the 31st, Mr. William Marsh, midshipman and prize-master of a ship called the Nunina, was tried for the murder of Edward Gromini, one of the seamen in the prize with him. The evidence shewed, that Gromini was of a very quarrelsome disposition, and would never do his duty; that, on the particular instance in which he met his death, he was fighting, and, on being ordered to desist, and go aft, he struck Mr. Marsh several times; that Mr. Marsh then went below for his dirk, with which he returned; that Gromini then knocked him down by a blow in the face, when, in self-defence, he stabbed the deceased, of which wound he died in about five days. The Court agreed, that the mind of Mr. Marsh was considerably irritated at the time, by the highly mutinous conduct of the deceased, and by his having been struck by him, immediately preceding the wound being inflicted; and that, therefore, the crime of murder was not committed by him, and did adjudge him to be acquitted.

On the 31st, Lieutenant Treacey, and ship's company, of the Linnet brig, which was captured by La Glorie, French frigate, of 44 guns, on the 25th of February, 1813, in the Chops of the Channel, were tried. When first discovered, the enemy were to windward, and, from her superior sailing, soon came within hail, and ordered the lieutenant to strike; instead of which, the Linnet crossed her bow, and received her broadside. Having then the weather-gage, she endeavoured, by a press of sail, to work to windward: but the Frenchmen soon brought her within hail; the Linnet crossed her a second time, and again, a third time, and obtained considerably the weather-gage of her, when some unfortunate long shots carried away the fore-yard, gaff, and bow-sprit, which compelled Lieutenant T. then to strike the colours. In once crossing the enemy, the Linnet carried away her flying gib-boom. The Court, in passing an honourable acquittal on Lieutenant Treacey and his ship's company, complimented him for his judicious and seamanlike manœuvres, for his courage and judgment, and for his endeavours to disable the enemy, though his efforts were not completely successful.

On the same day, Lieutenant Norton and crew of the Inveterate, were tried for the loss of that vessel on the coast of France, near Etaples. The evidence related, that, in a heavy gale of wind, the vessel drifted ashore, notwithstanding every exertion was made to prevent her falling to leeward. Lieutenant Norton was consequently fully acquitted. (She was wrecked in February.)

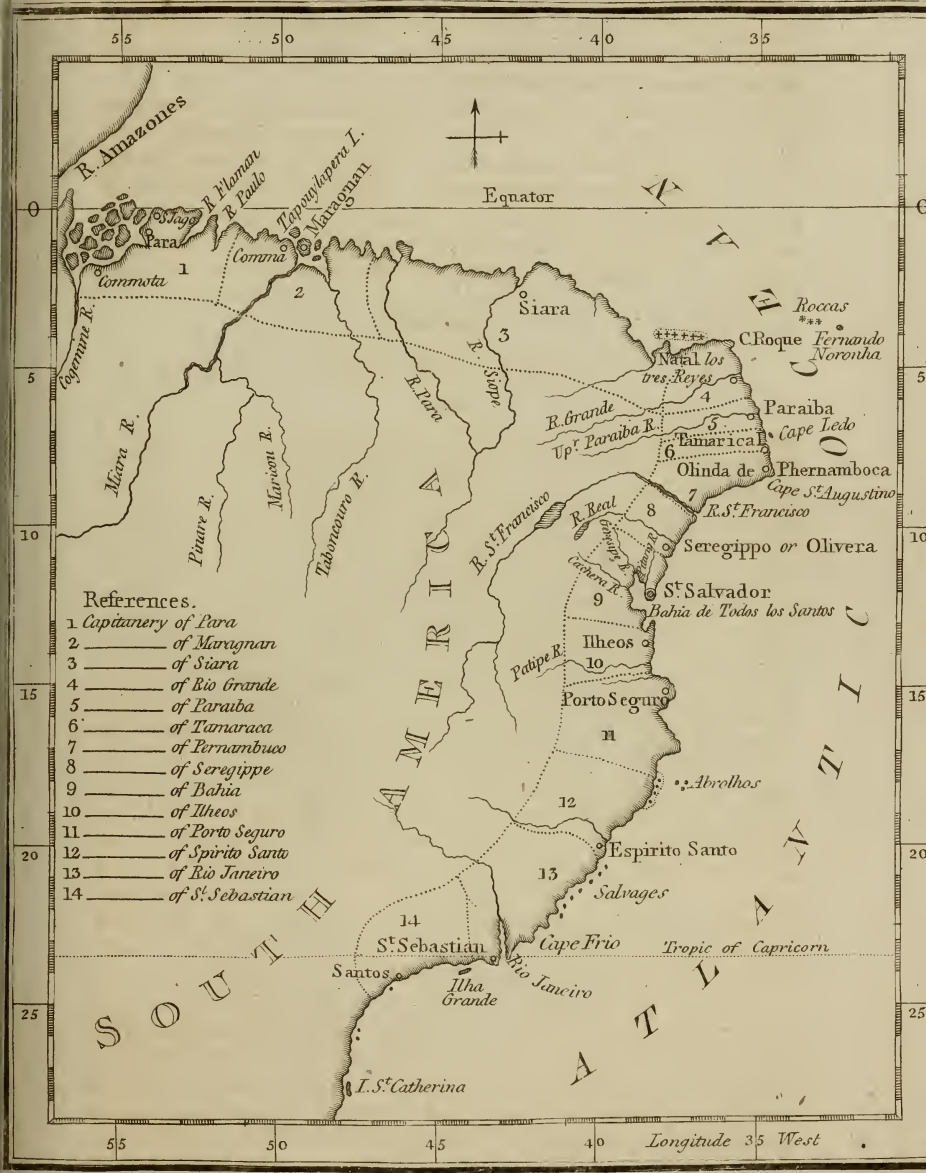
Same day, Captain Goddard Blennerhasset was tried for the capture of the late sloop of war, Challenger, which was captured by two French frigates, off the Seven Islands, in a fog, on the 12th of March, 1811. The Court honourably acquitted Captain B. his officers, and ship's company, and decreed her loss was caused by the fore top-masts being shot away; and that Captain B's endeavours to join his consort the Plantagenet, were highly praise-worthy and seamanlike.

On the 2d of June, Sir Thomas Lavie, his officers, and crew, were tried for the loss of the Blanch, on the coast of France near Abrevack, in the month of March, 1807. She was on her passage from Spithead, to join the blockading squadron off Brest, under Sir James Sanmarez, and, owing to the compasses being affected by the iron staunchions, cranks, and arms, under the half-deck, the reckoning of the officers was in error. The Court, under this consideration, acquitted Sir Thomas Lavie and his ship's company.

PLATE CCCCXVII.

BRAZIL, the subject of the annexed map, is that eastern portion of South America which may be taken generally as bounded on the north by the river Amazones, separating it from Guiana; on the east by the South Atlantic Ocean; on the south by Paraguay and the river Plata; on the west by Peru and Amazonia. Its geographical site is between the equator and 35 degrees of south latitude; and between 35 and 60 degrees of west longitude; extending about 2,500 miles in length, and 700 in breadth. The population may be taken in round numbers at 2 millions; whereof about half a million are whites; the same number of blacks; and the remaining million indigenous natives, improperly called "Indians." This country has been treated of in many parts of the Naval Chronicle; and its hydrography more particularly investigated in the following volumes:—xiii, 177; xix. 481; xxi, 43; xxii, 30; xxv. 413; xxvi, 231; xxix, 123, 122; xxx, 49, 211; to which the nautical reader is referred for much important professional information; more especially relative to the rectification of the position of Cape Frio, the south-easternmost promontory of the coast: and indeed the pivot on which the determination of most of the southern portion rests. The geography of the north part is still very unsettled: and a scientific and judicious correspondent of the N. C. has observed recently (page 398) that:—"It would be of great benefit were the coast of Brazil to be surveyed, from Demerary to Cape St. Roque; as there are no good charts existing of this part of the American coast; and even that cape itself, which is the projecting angle of that continent, seems not yet to be ascertained within 12 or 15 miles of its true situation in latitude, ! although fronted by a dangerous reef (Roccas) at the distance of several leagues." In most charts (says the author of *Directions for sailing to and from the East Indies, &c.*) the whole coast of Brazil is placed too far westward; therefore ships approaching it ought to look out in time, par-

BRAZIL.



Published June 30, 1814, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

Pray for our King!
He dared the world defy,
And now had soared high;
Boasting of victory,
But for our King!

BLUCHER and WELLINGTON,
Wond'rous deeds you have done!
God save the King!
But still Great Britain sighs,
That her lov'd Sovereign's eyes
See not his brave Allies
Give France her King!

See not her Lillies grow,
And with our Roses blow:
God save the King!
Shamrock and Thistle too,
Mix'd with the Roses' hue,
He can no longer view.
God save the King!

Sees not his Regent Son,
Finish what he begun:
God save the King!
If statesmen dead can know,
What passes here below,
PITT, how thy heart must glow!
God save the King!

While loyal subjects here
Gladly sing every year,
God save the King!
For their dear country's weal,
Teaching the young to feel,
And, with religious zeal,
Honour their King!

TO ELBA.

ELBA! when JASON stole the golden fleece,
And was returning to his native Greece,
By chroniclers, in days of yore, 'tis said,
He stopped, and there a friendly visit paid.
But now a guest of quite a different cast,
Is doom'd by DESTINY's resistless blast,
To pitch his tent on thy contracted strand,
And change an *empire* for a *speck* of land;
Glad to escape from just RESENTMENT's storm,
And hide behind thy rocks his hated form.
O guard him well! for Tuscany ne'er sent
A guiltier culprit into banishment.

NAVAL HISTORY OF THE PRESENT YEAR, 1814.

(May—June.)

RETROSPECTIVE AND MISCELLANEOUS.

THE return of peace has nearly closed our narration of naval combats and naval victories. The present month has been devoted to regal pageantry—business has been suspended, and gaiety and splendour the order of the day.

A desire to give our readers the fullest possible account of the Royal Visit to Portsmouth has precluded the observations we should otherwise have made relative to the war which still exists with America, and the people of Norway. We shall therefore give a connected narrative of occurrences from the commencement to the conclusion of those grand nautical festivities.

On Wednesday afternoon his Royal Highness the Prince Regent arrived in the town. The road leading into the town from the Landport Gates was strewed with fine gravel, and from Portsdown Hill to the Government-House, the road was lined with no less than 11,000 military. The Portsdown Yeomanry Cavalry, commanded by Colonel Lindegren were in the whole 13 hours on duty, waiting the arrival of the Regent, to escort the royal carriage into town. A salute on the hill announced the approach of the Royal Visitor, which was answered by the ships of war at Spithead, and the artillery on the battlements of the town. The scene from the hill to the Government House was beautiful beyond description; thousands of lovely women, elegantly attired, adorned the windows, waving in graceful salute their handkerchiefs, as the royal carriage passed, and which was returned by the dignified *congées*, so characteristic of his Royal Highness as an English gentleman. His Royal Highness was met by Lieut.-Governor Houstoun and his Staff without the Landport Gates, which were locked. His Royal Highness was received with the most enthusiastic acclamations of loyal respect. His Royal Highness was received at the Government-House by his Royal Brother the Duke of Clarence, and a group of Officers, naval and military. The distinguished personage appeared in the balcony, accompanied by about twenty persons, when the air was rent with congratulating applause. The town was brilliantly illuminated, but particularly the High-street.

A grand dinner was provided for the Royal Visitors, and many distinguished heroes surrounded the princely table. The military lined Portsea to the Dockyard, and a considerable distance down the road. The Emperor of Russia and his amiable sister, the Duchess of Oldenburg, arrived in the evening, as did also the King of Prussia.

On Thursday morning the Royal Personages assembled at the house of the Honourable George Grey, Commissioner of the dock-yard, the residence of the Illustrious Emperor and his amiable sister, and embarked in royal barges, at the King's Stairs, in the dock-yard, and proceeded, followed by the Admiralty and Navy Boards, &c. and all the Admirals and

Captains of the fleet at Spithead. When the boat bearing the royal standard had cleared the harbour, and was distinguished by the flag-ship, a general royal salute was fired at Spithead, and the ships manned their yards. When his Royal Highness had arrived on board the Impregnable, the royal standard was there displayed, the flag of his Royal Highness the Admiral of the Fleet being at the same time struck in that ship. The standard was saluted by every ship with twenty-one guns. The Impregnable did not salute; but when his Royal Highness the Prince Regent reached the quarter-deck, three hearty cheers were given by that ship only; and on his Royal Highness entering the cabin, the men were called in from the yards, which example was followed by the other ships doing the same.

The ships of the line were moored, in one line, from the north-east to the south-east end of Spithead. The Royal Party proceeded to the westernmost ship of the line, and reviewed the whole up to the flag-ship. On entering the quarter-deck three hearty cheers were given by the crew, and a royal salute of twenty-one guns was fired from each of the vessels in line, which had a most grand effect. Four frigates, the Galatea, Magicienne, Andromache, and Amphion, got under weigh and manœuvred whilst the Illustrious Company were on board. An elegant *dejune* was provided on board the Impregnable, consisting of every delicacy and the choicest viands. It was a most gratifying scene to behold the friendly Sovereigns of foreign kingdoms with our Regent, reviewing our proud national bulwark. The majestic appearance of the first-rate ships of war was at once the admiration and wonder of the Allied Sovereigns. When his Royal Highness quitted the Impregnable, to return to shore, the yards were again manned, and on the standard being struck in the Impregnable and displayed in the barge, a third general royal salute was fired, and a fourth, when his Royal Highness landed at Sally Port, of which notice was given by signal from the platform. The whole of the review was under the able management of his Royal Highness the Duke of Clarence, Port Admiral of the Fleet, assisted by the talents of Admiral Sir R. Bickerton, to whose indefatigable zeal and exertion in arranging and reducing into form these proceedings, his Royal Highness the Port Admiral was pleased to acknowledge in general orders, his best thanks. Not an accident happened at sea during the day, nor did we hear of any thing very serious on shore. The dinner party consisted of some of the most gallant defenders of their country by sea and land, and every delicacy of the season was on the table.

Friday was a busy day with the Regent and the other Royal Personages. The whole assembled in the dock-yard by ten o'clock, and minutely inspected the block machinery, the copper-mills, &c. and all expressed their high satisfaction of the whole. The Royal Party having experienced so high a treatment at Spithead on the preceding day, another aquatic excursion was resolved on; but the Emperor of Russia and the Grand Duchess went to Haslar Hospital, his Majesty having expressed his wish to inspect that place, rather than to go on board. His Royal Highness embarked on board the royal barge, which was steered by Capt. Charles

Dashwood. The Regent went afterwards on board the Royal Sovereign yacht, commanded by Captain Sir Edward Berry, and afterwards on board the Impregnable at St. Helen's, where the Royal Party viewed the manœuvres. The fleet being some time formed in line, a signal was made to haul on the larboard tack, and then a general signal for tacking together, to return and take up the same anchorage as before. The Royal Strangers expressed their high admiration of the naval tactics displayed; and the celerity with which the men of war were got under weigh, reflects infinite credit on the naval commanders and their crews.

During the Royal visit to the Dock-yard, the Regent received intelligence, by a messenger, that the British Hero, the Duke of Wellington, would arrive in the afternoon. The report spread through the town in a short time; and whilst the greater part of the immense company were afloat, and the others chiefly assembled on the ramparts of the garrison, the gallant Hero arrived in a carriage and eight, amid the acclamations of the few who were fortunately assembled. The Duke got into his carriage, and was drawn down to the Government-House, to dine with the Prince Regent, by the respectable body assembled, his Grace, with much condescension, returned the cheers of the elegant company by graceful *congées*; and after his arrival at the Government-House, he appeared in the balcony, and received the enthusiastic cheers of at least 10,000 persons assembled on that spot.

On the arrival of the Regent at the Government-House, the military Hero was in waiting, and the instant his Royal Highness saw him, he hurried his step towards him, seized his hand, and appeared overcome with sensibility for the moment. His Royal Highness, turning his head to the Sovereigns and Generals, exclaimed, "*England's glory is now complete, it only wanted the person of your Grace.*". The Regent and the Allied Sovereigns, with Wellington, Blucher, De York, and many other officers, alike distinguished for bravery and talent, both of the army and navy, upwards of 150 as brave men as ever drew a sword, dined together.

His Royal Highness the Prince Regent, after the levee this morning, presented the Honourable George Grey, commissioner of the dock-yard, with the patent of a baronetcy; and conferred the honour of knighthood on the following gallant officers and distinguished characters; viz.—Vice-Admiral George Martin; Henry White, Esq. Mayor of the borough; Captain Freeman Barton, of the 2d or Queen's Regiment; Colonel Robarts, of the 10th Hussars; the two latter officers commanded the Guards of Honour on this occasion. Admirals Sir Edward Nagle, and Sir John Pool Beresford, kissed hands on being appointed naval aides-de-camp to the Regent; as did also Colonels Barnard, Craven, and Harvey, on being appointed aides-de-camp. General Bayley was the equerry in waiting, and Lord Forbes, aide-de-camp in waiting, during the visit.

The last grand spectacle was that of the military review upon Portsdown Hill. His Grace the Duke of Wellington left the town in the morning for London. At eleven o'clock the Prince Regent, and the Allied Sovereigns and retinue, left Portsmouth for Portsdown Hill. About 7,000 troops

were drawn up in review order, and the Regent and the Illustrious Visitors having stationed themselves in front of the line on horseback, the infantry passed by in companies in review order, the dragoons keeping the ground. His Royal Highness the Prince Regent rode his beautiful white charger, and the Allied Potentates, the Generals and suite were mounted likewise. The line was then formed, and the Prince Regent and his suite rode down and inspected them, and drove off for Goodwood, to breakfast with his Grace the Duke of Richmond, and from thence the Illustrious Party would proceed to Petworth, the seat of the Earl of Egremont, to sleep, and to proceed to Brighton, on their way to Dover, where they will stay on Saturday night. Thus has ended the grandest scenes perhaps ever witnessed in this country. On the hill at Portsdown, another of those romantic scenes presented itself, which inspired the mind with the grandest and most fanciful ideas of delight. The hill commands a beautiful view of Spithead from east to west, and also the Isle of Wight, and two or three counties, and the numbers present presented a beautiful spectacle. We have endeavoured to give a history of the whole of the grand spectacles and festivities which occurred, but it is impossible to convey to the reader who was not present, any thing like the grandeur of the whole. The Prince Regent has expressed his high satisfaction, and the Allied Sovereigns have left the place inspired with wonder and delight. From the very able management of his Royal Highness the Duke of Clarence, as Port-Admiral, and that of Lieutenant-Governor Houstoun, the military commandant, not a life has been lost during all the bustle.

The following order was issued this morning to the fleet:—

"His R. H. the Duke of Clarence cannot quit this anchorage, and resign the command of the distinguished Officers, Seamen, and Royal Marines, he has had under him, on this particular and very flattering occasion, without expressing his entire approbation of the attention that has been shewn by all descriptions of officers and men whilst under his orders.

"If his Royal Highness does not particularize individuals, it is only because he has every reason to be most perfectly satisfied with the conduct of all; but his Royal Highness nevertheless must express his particular thanks to Admiral Sir Richard Bickerton, Bart. and also to Rear-Admiral the Hon. Henry Blackwood, Captain of the fleet, for their marked attention and great assistance on this occasion."—*Impregnable, June* 25.

At the Emperor Alexander's visit to the Royal Hospital at Haslar, Harry Gibbs, Esq. among a numerous assemblage of medical gentlemen, was introduced; when the Emperor recognized in him the father of Harry Leake Gibbs, Esq. who is Operator in Anatomy to the Russian navy (residing at Petersburgh); and the Emperor was pleased to express himself in terms of much gratification of the skill and good conduct of that gentleman.

CREOLE AND ASTREA FRIGATES.

The following particulars of the action between the British frigates Creole and Astrea and two French frigates L'Etoile and Sultan, on the 23d of January last, have never yet appeared before the public. They were kindly transmitted to us by an officer who received them from one engaged in the action:—

"*His Majesty's ship Astrea, Sierra Leone, March* 3, 1814.

"We sailed from Spithead in company with the Creole and Voloutaire, under sealed orders; we convoyed the latter off the rock of Lisbon; from thence we sailed to Madeira, where we found the Cyane, which a week before had been chased by two French frigates and a brig, completed our water, &c. and steered for the Canaries. Cruised about Palma three or four days; then pushed for Teneriffe, where we found a packet, which had been in action with an American privateer, and lost her captain, master, &c. The third day we started from thence, and visited every one of the Canary isles, circumnavigating the whole; the Grand Canary was the last; there we anchored, but were very glad to be off, being in much danger of going ashore. From thence we made for the coast of Africa; called at Senegal, on the river Niger, and anchored there for some hours. Sailed for Cape de Verd; anchored and watered at the Isle of Goree; steered for Cape de Verd Isle, and made the Isle of Salt; from thence to Fortaventura and Mayo, which we made on the morning of the 23d of January. At nine A. M. rounding the S. E. end, we saw several ships at anchor, two of them frigates; we made private signals, but received no answer. The Creole made signal to clear for action—we were soon ready; I suppose three quarters of an hour elapsed after we wore, from the point we had to haul round. We were following the commander. Close reefed the topsails. Observed the strange frigates hoist their yards to the mast-heads, as did a large ship, which we took to be a transport. When we got within two gun-shots, they cut both their springs and cables, and made sail; it was then necessary for us to make more sail; the commander let out one reef, then a second, during which we split all three topsails; no time was to be lost, we were obliged to hoist them, and set the top-gallant-sails, the wind blowing very fresh. At this time the mizen-top-sail split; however it held on, and we got another topsail ready in the top. About one hour and twenty minutes P. M. the Creole got up, commenced action, and fired about three broadsides, when we ran up, and passed between the Creole and her opponent, lay alongside her, yard-arm and yard-arm, and gave her three most destructive broadsides, which completely silenced her for the time; her mizen mast going at the time of our second broadside, we, consequently, shaped our course for the French commander, who lay a long gun-range a-head of us, with his mizen-topsail a-back, and jib and spanker set; in fifteen minutes, or less, we got alongside her, to leeward, yard-arm and yard-arm (this ship fought nobly, when attacked, but would not wait, in the first instance, to support her consort); we ranged rather too far a head, and luffed up to cross his bow, in order to rake him, in which we succeeded; but, unfortunately, at this moment our wheel was shot away, and both quarter-masters killed; we fell round off, his bowsprit at this time was over our

gangway: I thought it was his intention to board, and wished much that he would have made the attempt, but seeing the opportunity offer to rake us, he wore, or rather kept off, and passed very near our stern, the muzzles of his guns nearly touching our taffrail. I expected we should have all gone to glory—he crammed us with his broadsides, the better part taking our lower rigging, but did us some damage in the hull, shot away both deck transoms and four beams of the quarter-deck, burst one of our carronades, and ripped the deck up in all directions; no damage done forward; as fresh as ever. Nearly two hours had now elapsed since we first commenced, our opponent all atant: we now got a fresh side to her fresh side at work, as close as before. About five minutes after we commenced on the starboard side, our much lamented captain received a pistol shot just below his heart, and was immediately carried below. The loss of this brave man appeared to make our lads more inveterate, if possible. We continued on her broadside, just clearing the yards nearly two hours longer, when she put her helm up, hauled on the opposite tack, and left us, without the means of following her. Not a brace, tack, or sheet had we left; our mizen top-sail at this time was in a perfect blaze, as it had been once previous, owing to a wad from the enemy lodging in the sail we had in the top ready for bending. Our mizen stay and all the rigging about the mast being shot away, the mast fell in with the firemen in the top and rigging, who went overboard; this was a woeful case, but I do not conceive it the worst. Two hours previous to this the Creole was obliged to quit her opponent, for the safety of her mast. We were at this time so closely engaged with the commander of the enemy, that no doubt his consort felt some anxiety for his situation—instead of following, the ship late engaged made for us, and was so far successful as to get athwart our stern, where she kept up a most galling fire; we were cut up most dreadfully. Those ships were full of men: I wished to board, but found there was too much sea. We lost sight of the Creole about an hour; our captain was particularly anxious to join, and after the enemy had left us, and run to leeward a very considerable distance, we kept in close order for mutual support. As soon as possible we wore, and that evening anchored in Porto Prayo, Isle of St. Jago: I thought our object was to get the ship ready for sea to follow the enemy. In three days we were quite ready for any thing, you will say long enough, but you must remember we had every mast to shift, our main yard to fish, stump of mizen mast to get out, and all else of mizen kind to get up, main-mast to be fished from cap to deck, shot holes to plug, &c. However, we were ready five days before our commander, sailed on the eighth day, and searched in vain. We are now at Sierra-Leone."

The following was the American naval force, on Lake Ontario, on the 2d of March:—General Pike, 28 guns; Madison, 22; Oneida, 16; Sylph, 12; Governor Tomkins, 4; Fair American, 2; Conquest, 2; Ontario, 2; Alp, 2; Growler, 2; Lady of the Lake, 2. Building—One frigate, mounting 52 guns, rates 44; two ditto, 32. The Herkimer American, of April 7, states, that the ships lately building at Sackett's harbour, were launched on the 1st of March.

The following official article has been just published. It is important to all persons connected with the navy, so far as it respects the reduction in the Naval Establishment, and to the country at large, as indicative of the spirit with which it is intended to prosecute the war with America:—

"*Admiralty-office, 30th April,* 1814.

"The Lords Commissioners of the Admiralty cannot announce to the fleet the termination of hostilities with France, without expressing to the petty-officers, the seamen, and royal marines, of his Majesty's ships, the high sense which their lordships entertain of their gallant and glorious services during the late war.

"The patience, perseverance, and discipline; the skill, courage, and devotion, with which the seamen and marines have upheld the best interests, and achieved the noblest triumphs of the country, entitle them to the gratitude, not only of their native land, which they have preserved inviolate, but of the other nations of Europe, of whose ultimate deliverance, their successes maintained the hope, and accelerated the accomplishment.

"Their lordships regret that the unjust and unprovoked aggression of the American government, in declaring war upon this country, after all the causes of its original complaint had been removed, does not permit them to reduce the fleet at once to a peace establishment; but, as the question now at issue in this war, is the maintenance of those maritime rights, which are the sure foundations of our naval glory, their lordships look with confidence to that part of the fleet, which it may be still necessary to keep in commission, for a continuance of that spirit of discipline and gallantry, which has raised the British navy to its present pre-eminence.

"In reducing the fleet to the establishment necessary for the American war, the seamen and marines will find their lordships attentive to the claims of their respective services.

"The reduction will be first made in the crews of those ships which it may be found expedient to pay off, and from them the petty officers and seamen will be successively discharged, according to the length of their services; beginning, in the first instance, with all those who were in his Majesty's service previous to the 7th March, 1802, and have since continued in it.

"When the reduction shall have been thus made, as to the ships paid off, their lordships will direct their attention to those which it may be found necessary to keep in commission, and, as soon as the circumstances of the war will admit, will bring home and discharge all persons having the same standing and periods of service, as those before discharged from the ships paid off; so that, in a few months, the situation of individuals will be equalized; all men of a certain period of service will be at liberty to return home to their families; and the number which it may be still necessary to retain, will be composed of those who have been the shortest time in the service.

"An arrangement in itself so just, cannot, in their lordships' opinion, fail to give universal satisfaction; and they are induced to make this com-

munication to the fleet, because they think, that the exemplary good conduct of all the petty officers, seamen, and marines, entitle them to every confidence, and to this full and candid explanation of their lordships' intentions.

" Their lordships cannot conclude without expressing their hope, that the valour of his Majesty's fleets and armies will speedily bring the American contest to a conclusion, honourable to the British name, safe for British interests, and conducive to the lasting repose of the civilized world.

" By command of their lordships,

" *J. W. Croker.* "

Admiralty-Office, June 8, 1814.

His Royal Highness the Prince Regent having been graciously pleased, by his order in council of the 6th instant, to approve of a proposal submitted to his Royal Highness by the Lords Commissioners of the Admiralty, for an increase to the half-pay of the commissioned officers of his Majesty's fleet; this is to give notice, that the following rates of half pay have been established, to commence on the 1st July next, under the same regulations and restrictions as at present in force; *viz.*

	per day. £. s. d.
Flag-Officers.	
Admiral of the Fleet	3 3 0
Admirals	2 2 0
Vice-Admirals	1 12 6
Rear-Admirals	1 5 0
Captains.	
The first 100 on the Seniority List	0 14 6
The next 150	0 12 6
The remainder	0 10 6
Commanders.	
The first 150 on the Seniority List	0 10 0
The remainder	0 8 6
Lieutenants.	
The first 300 on the Seniority List	0 7 0
The next 700	0 5 0
The remainder	0 5 0

Their Lordships have also approved of an arrangement for paying in future the half-pay of the commissioned officers of the royal navy *quarterly*, instead of half-yearly, which renders it necessary that their directions for officers coming on half-pay, to report themselves immediately to this office, be most strictly attended to.

Captain Edmund Palmer has received an honorary medal from the Board of Admiralty, for his prompt, skilful, and heroic conduct, in his recent capture of L'Etoile frigate.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

ADMIRALTY-OFFICE, APRIL 23, 1814.

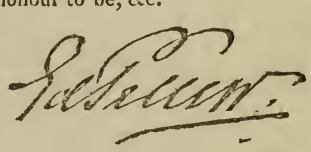
Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. to John Wilson Croker, Esq. dated on board H. M. S. Caledonia, off Minorca, March 28, 1814.

SIR, *H. M. S. Caledonia, off Minorca, March* 28.

I ENCLOSE, for the information of their Lordships, copies of letters put into my hands by Rear-admiral Fremantle on his way to England.

I learn with the sincerest regret the death of Captain Taylor, of the Apollo, whose exemplary conduct and amiable character raised to him universal respect. The last service he performed in co-operating in the capture of Paxo, was executed with his usual judgment. Captain Hoste's letter, respecting the taking of Ragusa, will shew their Lordships the success of that distinguished officer's constant zeal and activity.

I have the honour to be, &c.



SIR, *H.M.S. Bacchante, before Ragusa, Jan.* 29, 1814.

My letter of the 6th inst. will have acquainted you of the capture of Cattaro, and of my intention to attack this place as soon as the artillery and stores necessary for the siege were embarked from that fortress; on my arrival here on the 19th, I found the place invested by the Austrian General Milutinovitch, with two Croat battalions, but not a single piece of artillery had arrived. Four mortars and two guns were immediately landed from the Bacchante, and opened on the works of the town and Fort Lorenzo the morning of the 22d: the enemy returned a heavy fire from all his batteries. The approach to Ragusa is extremely difficult, by the commanding situation of Fort Imperial and the island of Croma; and it became an object of importance to secure this latter port before we could advance our batteries; two 18-pounders were therefore landed, and by the great exertions of the officers and seamen under Lieutenant Milbourne, third of this ship, one gun was brought round the mountains at the back of Ragusa, a distance full six miles, and placed immediately opposite the island, which it completely commanded.

The French general, however, on the morning of the 27th, sent out a truce to request our batteries would cease, and a capitulation was commenced and signed on the 28th for the surrender of the town and its dependencies. The British and Austrian troops took possession the same day; one hundred and twenty pieces of cannon were mounted on the works of the town and Fort Lorenzo, twenty-one in Fort Imperial, and eleven in the island of Croma, with a garrison of 500 men, and nearly six weeks provisions. The garrison are prisoners of war, not to serve against England or her Allies till regularly exchanged. His Majesty's ship Elizabeth arrived here on the evening of the 27th, but Captain Gower very handsomely declined interfering in the negotiation. I am happy to say the best under-

standing has prevailed between the allied troops, and General Milutinovitch has expressed himself in the handsomest terms for the assistance he has received.

The object for which you sent me here, Sir, is now, I believe, obtained, by the expulsion of the French troops from the provinces of Cattaro and Ragusa, and it only remains for me to mention the meritorious conduct of all the officers and men who have shared the fatigues and privations attending it.

I beg leave also to mention the great assistance I have received from Capt. Angelo, of Lieutenant-general Campbell's staff, who accompanied me from Cattaro, both there and at this place. His ready and active services have considerably diminished the difficulties we have met with. The limits of a despatch will not allow me to enter further into detail, but I can assure you, Sir, that every officer and man under my command has strictly performed his duty. The loss of the British, during the siege, has been one seaman killed, and ten severely wounded.

I have the honour to be, &c.

W. Hoste,

Captain.

Rear-admiral Fremantle, &c.

SIR, *H. M. S. Milford, off Trieste, Feb.* 16, 1814.

The fall of Ragusa makes the Allies masters of every place in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in the Adriatic.

I beg leave to transmit a statement of the several places taken by the squadron, since I have have had the command in this gulph.

I have the honour to be, &c.

Sir E. Pellew, Bart. *Th. Fremantle*

Agossta and Carzola, containing 124 guns and 70 men, taken by the Apollo, Imogen, and a detachment of troops from Lissa.

Lupana, containing 39 men, taken by the boats of the Saracen.

Fiume and Porto Rhé, containing 67 guns, and 90 vessels, 500 stand of arms, besides military stores, taken by the Milford, Elizabeth, Eagle, Bacchante, and Haughty.

Farazina, containing 5 guns, taken by the Eagle.

Isle of Mezzo, containing 6 guns, and 59 men, taken by the Saracen and Weazle.

Ragosuizza, containing 8 guns, and 66 men, taken by the boats of the Milford and Weazle.

Citta Nuova, containing 4 guns, taken by the Elizabeth and Bacchante.

Rovigno, containing 4 guns, taken by the Tremendous.

Pola, containing 50 guns, taken by the Wizard, a party of the Milford's marines, and 50 Austrians.

Stagno, containing 12 guns, and 52 men, besides military stores, taken by the Saracen and a party of Austrians.

Lesina and Brazza, containing 24 guns, taken by the Bacchante's boats, and 35 men from the garrison of Lissa.

Trieste, containing 30 guns, taken by the Milford, Eagle, Tremendous, Mermaid, Wizard, and Weazle, in co-operation with 1,500 Austrians.

Cortellazzo and Cavalino, containing 8 guns, and 90 men, taken by the Elizabeth and a party of Austrians.

Four forts at the entrance of the Po, containing 24 guns, 100 men, and 45 brass guns dismounted found on the Po, taken by the Eagle, Tremendous, Wizard, 500 English, and 2,000 Austrian troops.

Zara, containing 110 guns, and 18 howitzers, 350 men, and 100 guns, dismounted, and 12 gun-boats taken by the Havannah and Weazle, with 1,500 Austrians.

Cattaro, containing 130 guns, and 900 men, taken by the Bacchante and Saracen.

Ragusa, containing 138 guns, and 500 men, taken by the Bacchante, Saracen, and 400 Austrians.

Carlobago, containing 12 guns, and 150 men, taken by the Bacchante.

T. F. Fremantle.

APRIL 26.

Copy of a Letter from Captain Rainier, of H. M. S. Niger, addressed to Vice-admiral Dixon, and transmitted by the latter to John Wilson Croker, Esq.

SIR, *H. M. S. Niger, at Sea, January* 6, 1814.

I acquaint you, for the information of the Lords Commissioners of the Admiralty, that having made the island of St. Antonio yesterday morning, for the purpose of correcting my longitude previous to allowing the ships parting company, who were bound to Maranam, a strange sail was discovered a-head. I immediately gave chase; his Majesty's ship Tagus in company. She was soon made out to be a frigate, and we had the pleasure to find that we were gaining upon her; at daylight this morning we were not more than a mile and a half distant; at half-past seven, they took in studding sails, and hauled the wind on the starboard tack, finding that we had the advantage before it. The Tagus being to windward, Captain Pipon was enabled to open his fire first, which was briskly returned by the enemy, who had hoisted French colours on the Tagus shewing hers. After exchanging a few broadsides, the French frigate's main-top-mast was shot away, which rendered her escape impossible; and as his Majesty's ship under my command was coming up, any further defence would only have occasioned a useless sacrifice of lives; they fired a broadside, and struck their colours. On taking possession, she proved La Ceres, French frigate, of 44 guns, and 324 men, commanded by Le Baron de Bougainville, out one month from Brest on her first cruise; she is only two years old, copper-fastened, and sails well. I should not do justice to the Baron if I omitted stating, that during the long and anxious chase (in which we ran two hundred and thirty-eight miles), his ship was manœuvred in a masterly style. I have sent Mr. Manton, first of this ship, in charge of the prize, who is a deserving officer. I have, &c.

P. Rainier,
Captain.

To Vice-admiral Dixon, Commander-in-chief, &c. Rio Janeiro.

MAY 8.

A despatch was this day received from Vice-admiral Sir E. Pellew, Bart. addressed to John Wilson Croker, Esq. of which the following is a copy:—

SIR, *H. M. S. Caledonia, Genoa Mole, April* 14.

I have great pleasure in announcing to their Lordships the surrender of this fortress, last night, by capitulation. I have the honour to inclose the terms.

At the request of Lord Wm. Bentinck, I came hither with the ships named in the margin,* leaving the remainder of the fleet to watch Toulon, under the orders of Rear-admiral Sir Richard King; and on my arrival on the morning of the 17th, the batteries had just opened their fire, and were warmly engaged with those which had been opened by the assailants. I have desired Sir J. Rowley to make a report of that part of the service which devolved upon the naval force employed on this service, and beg to recommend those whom he has pointed out to their Lordship's favour; but it remains for me to state, that the manner in which the whole service has been conducted by Sir J. Rowley, claims my sincere acknowledgments, and their Lordships will, I am sensible, receive it with a just consideration of his uniform zeal and merits.

I have the honour to be, &c.

J. W. Croker, Esq. Secretary to the Admiralty. *Edward Pellew.*

SIR, *H. M. S. America, off Genoa, April 18.*

I have the the honour to inform you, that, in pursuance of my communication of the 31st ult. from Leghorn Roads, I sailed from thence on the 7th of April, with his Excellency Lieutenant-general Lord William Bentinck on board. After various communications with the troops at Spezia and other parts of the coast, we anchored off Reece, in the Gulf of Genoa, on the 11th. The Hon. Captain Dundas had, with the Edinburgh, Rainbow, and some of the flotilla, during my absence, co-operated with the advance of the army with his usual activity and zeal.

On the 13th, the transports having arrived from Sicily, the troops were immediately landed, and the ships and gun-boats moved on in advance with the army.

On the 17th, every preparation being made for the attack, at daylight the army moved forwards to drive the enemy from their positions, without the town of Genoa. The gun and mortar-vessels, with the ship's boats, armed with carronades, were advanced along the sea line to attack the batteries; the greater part of the marines, under the command of Captain Rea, royal marines, were also embarked in the transport's boats, ready to land as occasion might require. As soon as the troops advanced, the whole of the gun-vessels and boats opened their fire with such effect, that on the landing of the seamen and marines, and preparing to storm, the enemy deserted their batteries, and the whole of the sea line without the walls, which were instantly taken possession of, and soon turned on the place; by this means drawing off a considerable portion of the enemy's fire. The arrival of the Caledonia afforded you, Sir, an opportunity of witnessing the remaining operations, and the spirited fire which was kept up at the battery, under the directions of Lieutenants Bazalgette and White, against a very superior one of the enemy, by which, I regret to state, that Lieutenant Bewick, of the Pylades, an officer of much promise, was killed.

My warmest thanks are due to the whole of the captains, officers, seamen, and marines, which I had the honour to have placed under my orders, for their zealous and active co-operation while under my command. I was particularly indebted to Captain Brace, for his able assistance; he was so good as to direct the advance of the boats and gun-vessels. Captains Dundas and Hamilton had, as usual, been most assiduous in forwarding the operations of the troops; and my thanks are due to Captains

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* Caledonia, Boyne, Union, Prince of Wales, and Pembroke.

Power and Wemyss, for their ready assistance. Captain Flin had volunteered to head a party of seamen, which were landed with scaling ladders, to storm one of the hill-forts, had it been necessary. Captain Thompson, in the Aboukir, who, asssisted by the ships and vessels as per margin,* blockaded the fort, conducted with much effect a false attack to the westward of the town, which drew off a considerable number of the enemy's troops. I have again occasion to notice the good conduct of the Sicilian flotilla, which were well led by Lieutenant Pengally. I beg that I may be permitted to bring to your notice Lieutenant Bazalgette, senior of this ship, whose services I have long had reason to appreciate. That active officer, Lieutenant Mapleton, of the Edinburgh, I am sorry to say, has been wounded, while on service with the army. I am indebted to Lieutenant Bailey, principal agent of the transports, for the zeal and ability with which he has conducted the service of that department.

I beg leave to enclose a return of killed and wounded of the ships and vessels of the squadron. I have the honour to be, &c.

Jos. Rowley.

To Vice-admiral Sir E. Pellew, Bart.
Commander-in-chief, &c.

Return of Killed, Wounded, and Missing, of Seamen and Marines, employed in an Attack on Genoa, 17th April, 1814.

America.—*Wounded*—Edward M'Dermott, ordinary seaman, dangerously; Jan Vanseacum, able seaman, badly; John Cartledge, private marine, slightly.

Berwick.—Killed, William Mills, able seaman.—Missing, John Campbell, landman, supposed to have fallen from the rocks.—Wounded, John Cook (1), private marine, severely.

Pylades.—Killed, Mr John Bewick, lieutenant.

Edinburgh.—Wounded, Mr. David Mapleton, lieutenant; Gilbert Collier, able seaman.

Curacoa.—Wounded, Patrick Doyle, able seaman.

Rainbow.—Wounded, John Quail, captain of the foretop, severely.

Total, 2 killed, 8 wounded, 1 missing.

Jos. Rowley,
Captain.

N. B. Two wounded in Sicilian gun-boats, not included.

List of the Enemy's Ships and Vessels of War captured at Genoa, on the Surrender of that Fortress, April 18, 1814.

Brilliant, of 74 guns, ready for launching.
Coureur brig, of 16 24 pounders, and two long 9-pounders.
Renard brig, of 14 24-pounders, and two long 9-pounders.
Endymion brig, of 14 24-pounders, and two long 8 pounders.
Sphynx brig, of 18 guns, new, equipping.
Unknown, of 74 guns, in frame.

Edward Pellew.

* Aboukir, Iphigenia, Furieuse, Swallow, Cephalus,

MAY 10.

Copy of a Letter from Vice-admiral Sir E. Pellew, Bart. to J. W. Croker, Esq. dated on board H. M. S. Caledonia, at Sea, April 14.

SIR, *H. M. S. Caledonia, at Sea, April 14.*

I have the honour to inclose a letter from Sir Josias Rowley, stating his proceedings in the Gulf of Spezzia, in co-operation with Lord William Bentinck's forces, which I doubt not will receive their Lordships' approbation. I have the honour to be, &c.

Edward Pellew.

SIR, *H. M. S. America, Gulf of Spezzia, March 31.*

I have much satisfaction in informing you, that the fortress of Santa Maria, with the forts and defences on the Gulf of Spezzia, are in the occupation of his Majesty's arms.

On the 25th instant, I anchored with the squadron as per margin,* off Lerici, the Hon. Captain Dundas having preceded us with the Edinburgh and Swallow, to accompany the movements of the troops under Major-general Montresor, dismantling the batteries as the enemy retired on their advance; a party of them endeavoured to re-occupy the castle of Lerici, but Captain Dundas, with the marines, was before hand with them, and the enemy, after some firing from the boats of the squadron, retreated from the town.

On the following morning, a deputation from the inhabitants of Spezzia came on board, when I learned that the French had, during the night, evacuated that town and all the defences of the Gulf, except the fortress of Santa Maria, which I sent an officer to summons, but found they were prepared to defend it. We immediately weighed, and anchored the ships in a position between Spezzia and the fortress, which, in the evening, on the arrival of the troops, was invested. Strong parties of seamen were landed from the ships, and six 18-pounders from the Edinburgh, by the active exertions of the Hon. Captain Dundas, were got up the heights through the most difficult places, and three batteries constructed, on which they were mounted. A 36 and 24-pounder and two 13-inch mortars were remounted on one of the dismantled forts, with two additional howitzers, under the direction of Lieutenant Bazalgette, of this ship, and a battery of two 36-pounders, under similar circumstances, by Lieutenant Mapleton, of the Edinburgh, and at five P. M. on the 29th, on a refusal from the enemy to capitulate, the fire from the whole opened on the fortress; it was kept up occasionally during the night, and renewed at daylight the following morning with such vigour and effect, as completely to silence that of the enemy. Preparations were making to storm, but at eleven the enemy shewed a flag of truce, and capitulated on the enclosed terms.

I feel much pleasure in having to report the zealous, able, and indefatigable exertions of the officers and men employed on the above service; to the Hon. Captain Dundas, who undertook the general direction of the seamen on shore, I am particularly indebted; and to Captains Mounsey and Stowe, and Captain Staite, of his Sicilian Majesty's corvette Aurora, my thanks are due for their assistance: to Captain Flin, Lieutenants Bazalgette, Mapleton, Croker, and Molesworth, Mr. Glen, master of the America, and Mr. Breary, mate of the Edinburgh, who had the direction

* America, Edinburgh, Furieuse, Swallow, Cephalus, Aurora, and Sicilian corvette.

of the guns in the batteries, much credit is due; the condition of the fort on its surrender plainly evinced the effect of their fire.

A division of the Sicilian flotilla of gun boats was conducted in a gallant and able manner by Lieutenant Le Hunte, and much distinguished themselves. A detachment of royal marines, under Captain Rea, has been landed, to act with the advance of Lieutenant-colonel Travers, who makes favourable mention of their conduct.

I am much indebted to Lieutenant-colonel Travers, who commanded the troops, for his cordial co-operation, and to Major Pym, of the royal artillery, and Captain Tylden, of the engineers, for their assistance in directing our people at the batteries.

I am happy to add that our loss is trifling, considering the means of annoyance possessed by the enemy. I have, &c.

Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief, &c. Mediterranean.

Jos. R. Ley.

Commissioners having met on the 30th March, 1814 (on the part of the royal navy, Lieutenant Bazalgette; on the part of the army, Captain Heathcote, brigade-major to the forces; and on the part of the garrison of Santa Maria, Antoine Mattieux, commandant of the said fort), have agreed that the fortress of Santa Maria shall be surrendered, on the following conditions, to the combined forces:—

Condition I.—That the said fortress shall be immediately surrendered to the combined force, the garrison piling their arms as they march out.

Condition II.—That the said garrison shall be embarked on board a British ship, to proceed to Toulon, on their parole of honour, not to serve till regularly exchanged.

Condition III.—That the officers shall be permitted to retain their swords, and the garrison to take with them their personal baggage.

Condition IV.—That an officer shall be appointed by the commandant of the fortress of Santa Maria, to deliver over stores of every description to the respective departments of the combined force.

Joseph Bazalgette,
Lieut. H.M.S. America.

Henry Heathcotte.
Captain 10th reg. and Major-brigade.

A. Mattieux,
Captain Commandant.

Approved,

F. Rolt,
Brigadier-General.

Josias Rowley,
Commanding his Britannic Majesty's Squadron.

America, Gulf of Spezzia, March 31, 1814.

Return of Killed and Wounded, of Marines and Seamen, belonging to his Majesty's Squadron, serving on shore at Spezzia.

EDINBURGH.—1 seaman killed; 2 seamen wounded.

None in any of the other ships or vessels.

Jos. Rowley,

Captain and Senior Officer.

Vice-admiral Sir Edward Pellew has also transmitted to John Wilson Croker, Esq. a letter from Captain Sir Josias Rowley, inclosing two letters from Captain Brace, of the Berwick, and Captain Hamilton, of the Rainbow, giving accounts of attacks made by the boats of those ships, with two Sicilian gun-boats, on the 8th and 10th of April, upon the enemy's posts near the pass of Rona, with a view to favour the advance of the British army. The enemy was driven from all his positions, leaving behind two twenty-four-pounders, and two mortars, which were taken possession of.

Great spirit and good conduct were shewn by the officers and men engaged on those occasions, in which two men were killed, and Lieutenant Lyon, of the Berwick, and four men, wounded.

Rear-admiral Sir John Gore has transmitted to John Wilson Croker, Esq. a letter from Captain Hoste, of his Majesty's ship Bacchante, dated off Parga, on the coast of Albania, the 22d March, stating, that he had proceeded thither, in consequence of a deputation from the inhabitants of the town, requesting assistance against the French garrison, consisting of 170 men, commanded by a colonel; and that on the arrival of the Bacchante, the French flag was hauled down, and the town and works taken possession of by Captain Hoste.

MAY 28.

Vice-admiral Lord Exmouth has transmitted to John Wilson Croker, Esq. a letter from Captain Brisbane, of H. M. S. Pembroke, dated in Port Maurizio, in the Gulf of Genoa, the 12th of April, stating, that on the preceding day, in company with the Aigle and Alcmene, he had driven on shore, under the guns of that place, a convoy of twenty vessels; and that, having silenced the fire of the town by that of his Majesty's ships, four vessels of the convoy were brought off, with the cargoes of fifteen others, which, having been scuttled by the crews, were destroyed.

Mr. H. Nicholas, midshipman of the Pembroke, and one seaman, were killed, and four wounded, on this occasion.

JUNE 18.

Return of Vessels captured and recaptured by his Majesty's Ship Herald, between the 1st of January and 31st of December, 1813.

English vessel La Lune, in ballast, taken June 3, 1813; sent to Nassau, New Providence.

French vessel La Vengeance, laden with wine, silks, &c. taken June 27, 1813, sent to Nassau, New Providence.

American vessel Adeline Cecilia, in ballast, taken August 13, 1813; sent to Nassau, New Providence.

American vessel Jane, laden with cotton and sugar, taken December 13, 1813; sent to Nassau, New Providence.

American vessel Eliza and Ann, laden with sundries, taken December 21, 1813; sent to Nassau, New Providence.

American vessel Liberty, laden with sundries, taken December 23, 1813; sent to Nassau, New Providence.

Clement Milward,

Captain.

JUNE 21.

Rear-admiral Durham, commander-in-chief of his Majesty's ships and vessels on the Leeward island station, has transmitted to this office a copy of a letter from the Hon. A. Maitland, captain of H.M.S. Pique, dated off the Silver Keys, the 26th April, 1814, stating that the said ship had that morning captured the American privateer schooner Hawk, of four six-pounder carriage guns, and one long 12-pounder a-midships, and 68 men, belonging to Washington, after a chase of three hours.

The Rear-admiral has also transmitted a letter from Captain Fleming, of his Majesty's sloop Barbadoes, dated English harbour, the 11th April last, reporting his having captured, off the coast of St. Domingo, after a chase of sixty hours, the American privateer sloop Polly, manned with fifty-seven men, and mounting one long eighteen-pounder a-midships, and four long sixes.

Promotions and Appointments.

WHITEHALL, *May* 31.—His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and grant unto Arthur Farquhar, Esq. a post captain in the royal navy, commander of H. M. S. Desirée, and senior officer of his Majesty's vessels employed in the rivers Elbe, Weser, and Ems, in co-operation with the allied troops, his Majesty's royal licence and permission, that he may accept and wear the insignia of a Knight of the Royal Swedish Military Order of the Sword, with which his Majesty the King of Sweden hath been pleased to honour him, in testimony of the high sense that Sovereign entertains of the distinguished gallantry and conduct displayed by that officer at the siege and reduction of the fortress of Gluckstadt; provided nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege appertaining unto a Knight Bachelor of these realms:

And his Royal Highness hath been further pleased to command, that the said royal concession and declaration be registered, together with the relative documents, in his Majesty's College of Arms.

ADMIRALTY-OFFICE, *June* 4, 1814.—This day, in pursuance of the pleasure of his Royal Highness the Prince Regent, in the name and on the behalf of his Majesty, the following flag officers of his Majesty's fleet were promoted, *viz.*

Isaac Prescott, Esq. Thomas Spry, Esq. Sir John Orde, Bart. William

Young, Esq. Right Hon. James Lord Gambier, Philip Patton, Esq. Sir Charles Morice Pole, Bart. to be Admirals of the Red.

Hon. Sir George Cranfield Berkeley, K. B. Thomas West, Esq. James Douglas, Esq. Peter Aplin, Esq. Henry Savage, Esq. Sir Richard Bickerton, Bart. George Bowen, Esq Robert Montague, Esq. John Fergusson, Esq. Edward Edwards, Esq. Sir John Borlase Warren, Bart. and K.B. to be Admirals of the White.

Sampson Edwards, Esq. George Campbell, Esq. Arthur Phillip, Esq. Sir James Saumarez, Bart and K.B. Thomas Drury, Esq. Sir Albemarle Bertie, Bart. Right Hon. William Earl of Northesk, K.B. James Vashon, Esq Right Hon. Edward Lord Exmouth. Sir Isaac Coffin, Bart. John Aylmer, Esq. Samuel Osborn, Esq. Richard Boger, Esq. to be Admirals of the Blue.

Henry D'Esterre Darby, Esq Edward Bowater, Esq. George Palmer, Esq. William Essington, Esq. John M'Dougall, Esq. James Alms, Esq. Eliab Harvey, Esq. Sir Edmund Nagle, Knt. John Wells, Esq. Richard Grindall, Esq. George Martin, Esq. Sir Richard John Strachan, Bart. and K.B. Sir William Sidney Smith, Knt. Thomas Sotheby, Esq. Nathan Brunton, Esq. John Schank, Esq. Honourable Michael De Courcey, Philip D'Auvergne, Prince of Bouillon, John Hunter, Esq. to be Vice-admirals of the Red.

Francis Pender, Esq. William Albany Otway, Esq. Sir Samuel Hood, Bart. and K.B. Henry Nicholls, Esq. Herbert Sawyer, Esq. Davidge Gould, Esq. Sir Richard Goodwin Keats, K.B. Robert Devereux Fancourt, Esq. Sir Edward Buller, Bart. Honourable Robert Stopford, Mark Robinson, Esq. Thomas Revell Shivers, Esq. Francis Pickmore, Esq. John Dilkes. Esq. William Lechmere, Esq. Thomas Foley, Esq. Charles Tyler, Esq. Robert Watson, Esq. Right Honourable Alan Hyde Lord Gardner, Manley Dixon, Esq. George Losack, Esq. William Mitchell, Esq. Sir Thomas Bertie, Knt. to be Vice-admirals of the White.

Rowley Bulteel, Esq. William Luke, Esq. Isaac George Manley, Esq. John Osborn, Esq. Edmund Crawley, Esq. Charles Boyles, Esq. Sir Thomas Williams, Knt. Thomas Hamilton, Esq. Sir Thomas Boulder Thompson, Bart. John Laugharne, Esq. William Hargood, Esq. John Ferrier, Esq. Richard Incledon Bury, Esq. Robert Moorsom, Esq. Sir Charles Hamilton, Bart. Honourable Henry Curzon, William Bligh, Esq. Lawrence William Halsted, Esq. Edward Oliver Osborn, Esq. Sir Harry Burrard Neale, Bart. Sir Joseph Sydney Yorke, Knt. Honourable Arthur Kaye Legge, to be Vice-admirals of the Blue.

Francis Fayerman, Esq. Right Honourable George Earl of Galloway, Thomas Francis Fremantle, Esq. Sir Francis Laforey, Bart. Philip Charles Durham, Esq. Israel Pellew, Esq. Alexander Fraser, Esq. Benjamin Hallowell, Esq. George Johnstone Hope, Esq. Right Honourable Lord Amelius Beauclerk, William Taylor, Esq. James Nicoll Morris, Esq. George Burdon, Esq. William Brown, Esq. Thomas Byam Martin, Esq. John Lawford, Esq. Frank Sotheron, Esq. Thomas Wolley, Esq. William Johnstone Hope, Esq. Right Hon. Lord Henry Paulet, Charles William Paterson, Esq. George Cockburn, Esq. Thomas Surridge, Esq. Samuel Hood Linzee, Esq. James Carpenter, Esq. Robert Barton, Esq. Graham Moore, Esq. Matthew Henry Scott, Esq. to be Rear-admirals of the Red.

Joseph Hanwell, Esq. Henry William Bayntun, Esq. Honourable Francis Farington Gardner, Sir Richard King, Bart. Edward Griffith, Esq. Edward James Foot, Esq. Richard Lee, Esq. Peter Halkett, Esq. William Bedford, Esq. Philip Wilkinson, Esq. Honourable Charles Elphinstone Fleming,

Charles Venicombe Penrose, Esq. William Hotham, Esq. George Hopewell Stephens, Esq. Pulteney Malcolm, Esq. William Nowell, Esq. James Bissett, Esq. John Clements, Esq. Sir John Gore, Knt. John Harvey, Esq. to be Rear-admirals of the White.

And the under-mentioned captains were also appointed flag officers of his Majesty's fleet, *viz.*

Honorable Henry Hotham, George Burlton, Esq. Charles Dudley Pater, Esq. Sir Home Popham, Kt. Sir Josias Rowley, Bart. Edward Codrington, Esq. to be Rear-admirals of the White.

George Parker, Esq. Robert Plampin, Esq. Edward Leveson Gower, Esq. Hon. Henry Blackwood, John Erskine Douglas, Esq. Right Hon George Viscount Torrington, Ross Donnelly, Esq. Sir John Poo Beresford, Bart. Henry Lidgbird Ball, Esq. Thomas Eyles, Esq. Thomas Le Marchant Gosselin, Esq. Charles Rowley, Esq. Thomas Rogers, Esq. Samuel James Ballard, Esq. Robert Rolles, Esq. Walter Lock, Esq. David Milne, Esq. George Dundas, Esq. James Young, Esq. James Macnamara, Esq. Donald Campbell, (1st), Esq. Robert Waller, Otway, Esq. Thomas Western, Esq. John William Spranger, Esq. William Lukin, Esq. Edward Fellowes, Esq. to be Rear-admirals of the Blue.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of the King, to appoint Willoughby Thomas Lake, Esq. William Charles Fahie, Esq. Sir George Eyre, Knight, and John Talbot, Esq to be Colonels in his Majesty's Royal Marine Forces, in the room of the Honourable Henry Hotham, George Burlton, Esq. Sir Josias Rowley, Bart. and Edward Codrington, Esq. appointed Flag-officers of his Majesty's Fleet.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to appoint the following Officers of the Royal Marines to take rank by brevet as under mentioned: the commissions to be dated June 4, 1814.

Lieutenant-Colonels.—Martin Campbell Cole, Richard Harry Foley, William Birks, Richard Bidlake, James Home, James Campbell, to be Colonels in the Army.

Majors.—William Henry Boys, Henry Reddish Furzer, Thomas Davey, Thomas Abernethie, Richard Graham, Harry Percival Lewis, John Clark, Charles Stanser, George Dunsmire, William Minto, John Long, Palms Westropp, to be Lieutenant-colonels in the Army:

Captains.—William Collins, William Henry Milson Bayley, Samuel Claperton, Alexander Watson, Thomas John Sterling, John Burn, Arthur H. Ball, Mark Robinson Glaze, Christopher Noble, Henry Cox, Edward Carter Horaby, Francis Wemyss, George Jones, Andrew Kinsman, Nathan Hamilton English, John Hore Graham, William Sladden, Richard Bunce, James Butler Fletcher, Thomas Adair, John Phillips, George Baile, John Jackson, Charles Meredith, Roger P. Symone, John Ridley, John Parry, Robert Hart, James Thompson, Thomas Henry Morrice, Heneage William Creswell, Robert Bartholomew Lynch, Alexander Gillespie, to be Majors in the Army.

The following promotions, removals, &c. have taken place in the Mediterranean :—

Captain E. L. Graham, from the Caledonia to the Apollo, vacant by the

accidental death of Captain W. B. Taylor; Captain Lord Algernon Percy, from the Pelorus to the Caledonia (acting); Captain Hole, from the Guadaloupe to the Pelorus; Lieut. Pengelly, from the gun-boat service, in the Faro, to the Guadaloupe; Captain Stow, to the Brilliant, new 74, building at Genoa, and nearly completed; Captain Hamilton, of the Rainbow, to the Havannah; Captain Sibly, of the Swallow, to the Rainbow, but acting in the Havannah, until she is joined by Captain Hamilton; Lieutenant John Cornish, first of the Caledonia, to the Rainbow (acting); Captain Wemyss, of the Pylades, to the Cossack, vacant by the appointment of Captain Stanfell to the Bacchante; Captain Roberts, of the Merope, to the Pylades; Lieutenant B. Suckling to command the Merope; Lieutenant James, first of the Union, to command the Swallow; Lieutenant Colby, first of the Prince of Wales, Lieutenant J. Bazalgette, first of the America, and Lieutenant Mapleton, first of the Edinburgh, to be acting commanders of three French brigs taken at Genoa; Lieutenant G. Gosling, from the Havannah to the Apollo, *vice* Lieutenant W. H. Naires, who exchanged; Lieutenant W. Furney, of the Elizabeth, to the Apollo, *vice* Lieutenant Bingham, who also exchanged; Lieutenant Kennedy, from the Sicilian flotilla, to the rank of commander, and to command the Swallow; Mr. Coghlan, of the Alcmene, to be a lieutenant of the Pylades; Mr. Johnson, Pylades, to be a lieutenant of the Caledonia; Mr. Franklin, Caledonia, to be a lieutenant of the Curaçoa; Mr. Weymouth, purser of the Alcmene, to be purser of the Mulgrave, *vice* Finch, lost in a xebeck prize.

Captain Dobbie is appointed to the Ethalion; Captain R. Hall, who commanded the flotilla at Sicily, to a command on the Lakes of Canada; Hon. Lieutenant Campbell (son of Lord Cawdor), Lieutenant B. Molesworth, and Lieutenant J F. Arrow, are promoted to the rank of commander.

Rear-admiral Brown has been pleased to make the following promotions and appointments on the Jamaica station, *viz.*

Captain Spelman Swaine, of the Talbot post-sloop, of 20 guns, to the Statira frigate, of 38 guns.

Captain Henry Haynes, of the Sapphire sloop of war, of 18 guns, to the Talbot.

Flag-lieutenant —— Brown, made master and commander into the Sapphire.

Lieutenant Wm. Hendry, first of the Argo frigate, of 44 guns, master and commander, into the Forester, of 18 guns, *vice* Captain Alexander Kennedy.

Captain W. Lukin is appointed to the Chatham; Captain J. Hancock to the Liffey; Captain A. Farquhar to the Liverpool; Captain W. Simpson to the Princess; Captain E. Stopford to the Rosamond, *vice* Captain Donald Campbell; Captain W. Sargent (who was a volunteer on board the Erebus, at the capture of L'Etoile) to the Cordelia.

Captain George Scott is appointed to the Royal Charlotte yacht, *vice* Captain Eyles, promoted; Sir Jahleel Brenton to the Dorset yacht, *vice* Captain Pater, promoted; Captain Butterfield to the Stirling Castle, *vice* Sir Home Popham, promoted; Captain G. H. Guion to the Elizabeth; Captain W. Love to the Medina yacht, *vice* Hills, deceased; Captain A. B. Branch, to the Swinger; Captain H. C. Deacon to the Niobe; Captain C. H. Reid to the Calypso; Captain N. C. Dobree to the Zenobia; Captain H. T. Jauncey to the Hope; Captain W. Slaughter to the Bacchus; Captain Bashford to the Jalouse; Captain R. Creyke to the Zephyr.

The following commanders have been promoted to the rank of post captains:—Captains R. Wauchope, Hon. R C. Spencer, Sir John Gordon Sinclair, James Bremer, Charles Coote, Harry Hopkins, John Ellis, Charles F. Payne, Colin M'Donald, George E. Watt, Abm. Lowe, Robert Balfour, J J. G. Bremer, John Porteous, Chas. Bertram, George Hills, Henry Fanshawe, J. H. Morrison, George Trollope, J. C. Hichens, Thos. Mansell, Colin Campbell, Justice Finley, John Wilson, George Pringle, Nevinson De Courcy, Thomas Groube, Alexander Fraser, Hor. Robinson, R. H. Battersby, Michael Head, Thomas Stamp, R. R. Wormeley, Richard Coote, Nath. Mitchell, John Harper, Samuel Deckar, Weston Phipps, A. V. Drury, Edward Flin, Thomas Barclay, G. W. Willes, Hayes O'Grady, Thomas Dick, W. I. Scott, Thomas Everard, M. F. F. Berkeley, B. C. Cator, D. Dunn, —— Fairfax, —— Moresby, George Rennie, Fred. Vernon, Watkin Evans, Edward Brazier, Chas. Hewitt, G. A. Byron, Hon. E. Somerville, E. Lyons, Sir C. Sullivan, Richard Foley, Henry Jenkinson, John Marshall, and Edw. Saurin.

Lieutenant G. R. Pechell, late of the St. Domingo, acting commander of the Recruit, Lieutenant Medlicott, late signal officer to Admiral Hargood, and Lieutenant R. Pigott, are promoted to the rank of commanders.

Captain Wm. Sargeant, who was a volunteer on board the Hebrus, at the capture of the Etoile, is appointed to the command of the Cordelia, 10, in the room of Captain H. T. Fraser, obliged to go on shore from ill health. Captain F. is the officer who commanded the Avon, 18, when, in company with the Rainbow, 26, she beat off, after a severe contest, a large French frigate, off St. Domingo, in February, 1810.

Dr. Burnett is appointed to be physician of the Russian squadron about to proceed to the port of Cronstadt.

List of Midshipmen passed for Lieutenants.

The following gentlemen passed their examination, at Plymouth, for lieutenants:—Messrs. George Peard, Conquestador; T. R. Brigstocke, Eurotas; A. F. Thompson, Pactolus; N. Ware, Helena; J. Blois, Repulse; W. E. Pascoe, Vesuvius; W. Hains, late Impetueux.

BIRTH.

On 7th June, in Lansdown Crescent, Bath, Lady Charlotte Drummond, of a son.

MARRIAGE.

Lately, Mr. W. H. Banks, surgeon of H. M. S. Hussar, to Elizabeth, youngest daughter of the late Captain Marshal, R.N.

DEATHS.

At Brompton, Middlesex, in his 62d year, Rear-admiral Charles Sandys; this officer was made post on 21st January, 1783, and placed on the superannuated list of rear-admirals 21st November, 1805.

After a few days illness, Captain James Hills, royal navy; he had been recently appointed by the Lords of the Admiralty to the command of the Medina yacht, and had only lately received his commission.

Lately, at Dartmoor, Lieut. W. Beard, R.N.

Lately, at St. Thomas's, Mr. Thomas Wiley, master of the Crane.

On the 20th November, 1813, in the act of exploding a fort near Manfredonia, on the eastern coast of Sicily, Francis Gostling, second son of Nathaniel Gostling, Esq. of Earl's-court House, Old Brompton, acting first lieutenant of the Bacchante frigate, Captain Hoste. By some unaccountable delay, the despatches (which must contain the particulars of another set of laurels gained by the captain and crew of that ship), have not yet reached the Admiralty. This fort and two others were at the same time stormed and taken by them, and while with his own hand he fired the train which blew up one of them, a stone struck him on the head, and he fell to rise no more. The Gazettes of that year best speak the merits of this amiable young man's intrepidity and conduct; while his elegant manners, fine understanding, and the excellency of his heart, endeared him to his commander and his comrades. To his particular friends, and nearer connections, his loss is irreparable; for affections glowing like his are rarely to be found. One consolation remains, that in the midst of an inexhaustible fund of cheerfulness, his confidence was fixed above the mortal glories of a hero's fame.

At Emma-place, Plymouth, Captain Isaac Cotgrave, of the royal navy, upwards of 50 years in the service of his country, and made Post 29th April, 1802.

At Haslar Hospital, Captain Lyall, of the royal navy, lately returned from captivity in France.

25th April, near Portsmouth, Mrs. Ferguson, wife of Captain George Ferguson, R.N.

26th April, at an advanced age, Captain P. Baskerville, commanding his Majesty's yacht Medina.

27th April, in Upper Baker-street, Portman-square, Captain Charles Stuart, of the royal navy.

28th April, at Farley-house, near Godalming, Master Charles Pierrepont, second son of the late Rear admiral Pierrepont, aged seven years.

On the 28th of April, at [illegible] Bay, Jamaica, Captain Hassard Stackpole, of his Majesty's frigate Statira. He was unfortunately killed in a duel with Lieutenant Cecil, of H. M. S. Argo: the dispute was of long standing. He was a very spirited officer; and has left two children to lament his loss. And on the 3d instant, at his lodgings in Somers-town, near London, Massey Stackpole, Esq. father of the deceased, and of Captain John Massey Stackpole, of the 45th regiment.

At Midhurst, on Friday, the 29th April, Mrs. Cocks, relict of the late Wm. Cocks, Esq. late purser of the royal navy, aged 49 years, universally regretted.

On the 29th of April, in the 73d year of his age, John Croker, Esq. late Surveyor-General of Ireland, and father to the Secretary of the Admiralty.

9th May, at the Commissioner's house, in Portsmouth Dock-yard, after a lingering illness, aged 8 years and 5 months, Charlotte, youngest daughter of the Hon. George Grey.

On the 10th May, of his wounds received in the sortie from Bayonne, to the universal regret of the army, and the grief of his family, Lieutenant-colonel Collier, son of the late Vice-admiral Sir George Collier, and brother of Captain G. A. Collier, of H.M.S. Grampus.—He served with unremitting zeal and reputation in numerous campaigns.

On the 24th May, at Chester, in the 77th year of his age, Captain Walter Watts, of the royal navy, made a commander 30th November, 1807.

29th May, at Hammersmith, aged 86 years, Mrs. Vinicombe, mother of Lieutenant colonel Vinicombe, of the royal marines, and sister to Lieutenant-general Elliot.

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